
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

The *RUPANEWS* has again been caught up in evolutionary change. Not only are the front and back covers changed, but the Folders and Stuffers are no more. Back in 1963 when RUPA was formed, (under the full blessing of United management) the RUPA Newsletter was printed by the UAL Print shop at San Francisco on a space available basis. The Newsletter was printed on 8 ½ x 11 paper that then had to be folded and stuffed into an envelope and a mailing label attached; hence, the original name, Folders and Stuffers. As the number of retirees increased and United was expanding, the work load at the print shop increased and it became harder to get the newsletter printed in a timely manner 'space available', so it was arranged for an outside printer to do the job on a scheduled basis. As the letter grew and the postal regulations changed, the newsletter no longer had to be inserted in an envelope and the printers folded the letter for us. The name Folders and Stuffers continued. We still pasted labels and had to put a little tab on the folded newsletter to keep it closed. The size of the newsletter was restricted to a limited number of pages because of weight for mailing. Jock Savage became the editor and changed the newsletter into magazine form. At this juncture we changed not only the size of the newsletter, but went to periodical mailing for postal rates. The Folders and Stuffers were still needed to affix the mailing labels. This brings us to today. We have found a printer in Denver who will give us a better rate and a color cover. Not only that, he has connections with a contract mailer who will print the mailing addresses directly on the *RUPANEWS* and send them out. Automation strikes again.

Our campaign to recruit members from those who retired between 2000-2007 and did not join RUPA, has met with limited success. Hopefully those who did receive their two copies of the *RUPANEWS* know we are here and will join later.

If you haven't already, please start making those plans to attend the RUPA Convention in Denver, September 24-27. Ron Jersey has made arrangements for great tours and a wonderful hotel. The registration forms and information can be found in the following pages.

Regards, *Larry*

RUPANEWS by EMAIL: Bruce McLeod, Co-Editor

This is a reminder that latest *RUPANEWS* is available to you in "living color" as an email attachment. It is in Adobe Reader format (.pdf). Just send the RUPA Sec/T, Leon Scarbrough, an **EMAIL** asking to be included on the list!! You will also continue to receive the USPS mailed copy **unless** you tell us to stop. Options abound - you can have both, either or neither (?). Believe it or not, you can change your mind at any time! Two requirements: you must be a current RUPA member and you must have a current email address. The attachment will be sent by email when the USPS copy is mailed. You will be "hung, drawn and quartered" if you forward the emailed copy!!!

I have maintained computer file of copies of the *RUPANEWS* since February 1999. I will send them, as an attachment, on request, in the same *.pdf format as my time permits.

NOTE: Your mail program or server must allow file attachments of up to 2MB in size. *Bruce*

Address changes, Snowbirds & Others:

The Post Office will forward the *RUPANEWS* for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let us know by one of the following methods:

RUPA, PO Box 400, Vineburg, CA 954879-0400 — or — E-mail: rupa.sectr@yahoo.com

Check your RUPA Directory and make sure we have the correct information listed for you.

THE FOLDERS & STUFFERS LAST HOORAH!

On May 6, 2009 a loyal band of Folders & Stuffers met in Foster City, CA to label and sort the *RUPANEWS* for the last time. Thus ended a tradition that began on August 3, 1964. The first mailing was nothing more than one page signed by first RUPA President, Willis H. Kennedy.

In researching the history of the Folders & Stuffers, I conferred with the two surviving members who had been with the group the longest, Jay Plank and Floyd Alfson. From the very beginning, RUPA has always preserved all of its publications by having them bound into book form. Fortunately, Jay has all these bound copies except one and gave me the first two to research.

Volume one contains correspondence dating from November 18, 1962 through September 18, 1968. The first page is titled "*Early RUPA Highlights*". The first item on that page dated 18 November is: "*Dick Petty, Exec. V.P. Flight Operations sent news clipping of American Airlines retired Pilots group to Capt. Willis H. Kennedy with a note 'Why don't we have something like this?' Bill immediately started a round robin letter to retired Captains to get sentiment on the subject:*" This idea was favorably received and on September 4, 1963 arrangements were made for the first meeting. Next item on the page: "*29 October 1963 – 1st Meeting at Ben Franklin Hotel in San Mateo, CA. Following Officers were elected: Pres. - Willis H. Kennedy, V. Pres. - Warren D. Williams, Sec/Treas – Harry W. Huking.*" At the meeting an agreement was arrived at as to the purpose and nature of the organization, namely:

“The organization will be purely social and to foster the memories and companionship of the men who had accomplished so much and had so much in common.”

The first publications, starting August 3, 1964, were called Mailings, Mailing #1 through Mailing #7. The next publications, 8 through 17, were called *Bulletins* ending on April 7, 1966 and then became the *Newsletter* on April 28, 1966. Jock Savage took over the job of Editor in 1996 and soon changed the status of the publication to a magazine and the name to *RUPANEWS*.

The organization wasn't very large when it first started and so the monthly publication wasn't large either. I have no idea how the printing and mailing were handled in the early years. I do know that George Howson, Sec/Treasurer, took over the additional job as Editor at some time and Sylvanus "Scotty" Devine took over after him and then Jock took over from Scotty. Floyd Alfson told me that when he first joined RUPA that the United Printing Shop at the Maintenance Base was printing the *Newsletter* and would call when it was printed and the Folders & Stuffers would meet at the Base and prepare the mailing. They really had to fold and stuff the *Newsletter*, and that is where the name came from. It finally became such a problem getting the company to print it that RUPA hired an outside printer and moved the Folding & Stuffing to the IAM Mainliner Club in San Mateo. The job no longer entailed folding & stuffing but attaching labels and putting the mailing in trays, but the name stuck. I took over the responsibility of mailing in 1996 and Larry Wright came to me in 1998 and asked why we were still mailing First Class. I gave him the job of getting it changed to Periodical status and he did, saving us many dollars. The Mainliner Club changed ownership and we moved to the Recreation Center in Foster City.

In April of this year, I was in contact with RUAEA's Newsletter Manager, Virgil Gooselaw, and found that by using the same printer and mailing services they use in Denver we would save money and no longer need the services of our Folders & Stuffers. This issue is the first to come from Denver under the new arrangement and we hope you enjoy the new and improved *RUPANEWS*.

Continued on Page 6

The Folders & Stuffers



Continued from Page 4

Over the years we have had many loyal Folders and Stuffers; far more than we can list here. Many have moved or Flown West. However, we wish to thank them all and list below the most recent roster which includes the following:

Bob Ahrens, Floyd & Charlene Alfson, Marty Berg, Al & Jo Bernard, Rich & Georgia Bouska, Tom Bredis, Ken & Marian Breitschopf, Bob Callaghan, Evelyn Chang, Bob & Roz Clinton, Sam Cramb, Bob Ebenhahn, Richard Erhardt, Carol Gillett, John & Rita Gordon, Barry & Ginny Hamley, Dick Hooning, Dick & Jeri Johnson, Howie Jundt, Norm & Karen Justesen, Bob Kallestad, Karl Kastle, Gaylan Kessel, Bob Kibort, Dwight Lubich, Ed & Pat Manning, Norm Marshall, Bessie McEachern, Bruce McLeod, Jan McNaughton, George Mendonca, Don Merucci, Frank Mihalic, Mitch Mitchell, Bret Morris, Jay Plank, Walt & Mary Ramseur, Bud Schwartz, Jim Shirley, Bill Smith, Cleve & Rose Spring, Ralph Stamps, John Stefanki, Isabel Traube, Gene Tritt, Gene & Carol Walter, Wayne Erb, Ron Weber, Larry Wright, John Young.

The Folders & Stuffers have always taken the place of a luncheon group in San Francisco, and now that they have been disbanded it may be time to start a new organization. *The Waterfront Restaurant* located in Pete's Harbor in Redwood City has been suggested for a meeting place. We've been given to understand that it has good food and prices and it is centrally located on the peninsula. We'll check it out and give you more information in the July *RUPANEWS*. If you think you would be interested in a get-together like this let me know via e-mail, phone or snail mail. E-mail is preferred. Cheers, *Cleve*

DANA POINT LUNCHEON

Beautiful day in the harbor for our Lunch on 5-19-2009. Quite a bit of remodeling started on some of the buildings. Construction trucks and workmen took up some of the parking area...still all our group found parking. Surprising many of the group got here early. We found our favorite seating on the raised portion of the Deck and got right down to visiting. Did notice that quite a few Dolphins were circling and carving through the water in the inner portion of the harbor quite close to our seating area.

On Deck today were; Park Ames, Carlos Bernhard, Bruce Dunkle, Ron Dye, Bob Freeman, John Grant, Rudy Haluza Jack Healy, Ed Judd, Bob McGowan, Bill Meyer, Bill Rollins, Ted Simmons, Bill Stewart and Joe Udovch.

Good to see Ron Dye. He had some great laughable but unrepeatable stories to tell. Hope to see you at future Luncheons Ron.

The recent transcripts that have been released on the Feb 12, 09 Buffalo accident, Flight 3407, was discussed in some detail. Thought was given to the fact that when we were new on the line as S/O we had great pilots to fly with to get the feel of weather condition. Also the fact of flying out of our local domicile. The following is about a lady from Arkadelphia, Arkansas who gave CPR to a chicken and was successful. She later appeared on the Tonight. Credit to Park Ames for sending it along. It is Hilarious! View the short video the site at: <http://entertainment.webshots.com/video/3025807540045491096bhGxme> as link. *Bruce*

SAN DIEGO RUPA LUNCHEON

Our San Diego luncheon is held on the 2nd Tuesday of each month at *San Marcus CC*. We welcome all united pilots and guests.

Come out and meet old friends: Paul Whitby, Bob Harrel, Bill Pauling, Don Trunick and new attendee Don Lott. Don retired in ORD 1995. We enjoyed his addition to the conversation.

Bob Bowman

Getting old is what's happening all over!

By Jon Carroll, San Francisco Chronicle

Getting old is what's happening all over, and it's way better than the alternative, so hang on and get wrinkled. Could be fun, or you could make it fun. Or you could pout.

I practice acceptance, which is to say: I occasionally acknowledge the obvious. It's a harder discipline than it seems. Anyone with a dread disease knows that. Denial is a fine and lovely place, and sometimes it's the best place to be. My view on denial is like my view on sex: As long as it doesn't hurt other people, what you do is your business. Deny away. Dance till dawn. My opinion about your denial is of no utility.

I have a dread disease, a disease particularly dreaded in my home nation. I am getting older. I am old, in fact, unless 63 is the new 39. Someone in an ice cream parlor the other day mistook me for Sean Connery. Really. It was a 10-year-old boy, but I'll take it "where I can get it."

For guys, "Sean Connery" is right before "old guy with funny socks and flecks of food on his clothing."

I am closer to the grave than I used to be - but then, so are you. Fear of getting old is not the same as fear of death. Fear of getting old is more about isolation, loss, terror. I am not experiencing those things, but one day I might be. I might even have to accept experiencing those things. Bette Davis reportedly said that getting old is not for sissies, and 'everyone who is getting old knows what she means.

There are good parts to getting old. I no longer care so much what people think, and that's a huge load off my mind. I no longer feel it necessary to keep up with the culture, "The culture," as I understand the term, is not meant for me anyway; I'd just be in its way. I do not know what crank is, even though it's been explained to me. I am not motivated to be attentive.

There are bad parts too. Let me just say, "the first five minutes after waking" and leave it at that. It takes a while for the engine to get moving. At noon I'm a dynamic Sean Connery-like personality, but at 7 a.m. I hobble around like the last Confederate war hero. If there were strangers in my house, they would throw coins in my cereal bowl.

And I'm lucky. My joints are holding their own, and my organs are doing as well as can be expected. It would be ungrateful of me to complain in public. That's what a spouse is for - to listen to the complaints. It's the part of the deal that you don't understand when you get married. "When I'm 70, I'm going to tell you about my feet, and you have to listen." I think that's why you see old couples sitting in cordial silence in restaurants; they've already unburdened themselves and are basking in the contentment of shared agony.

But complaining is also a danger. Old people get cranky, particularly about new stuff or loud stuff. People have a right to their crankiness, but when crankiness turns into a general philosophy of life or an excuse for rage, it gets ugly. The current trigger seems to be cell phones. Oh, they ring at the wrong times. People talk on them in the wrong places. And that rude texting! And what's with people holding their damn camera cell phones up at concerts as if they were at a Hitler Youth rally?

I'm sorry, that's boring. Cell phones are a fact of modern life, maybe the fact of modern life. Yes, it's not the way it was in the old days, but in those old days there was free-form dancing and acid flashbacks and, you know, rioting. And before that: World War II and Jim Crow laws and runaway horses. And if you are using your aging mind to blather about cell phones, you're missing a lot of other stuff - a lot of delightful stuff, even. I suspect that being old somehow diminishes the capacity for delight. It should be at its height, because we've already seen what life is going to throw at us, and we're free of many real and imagined restrictions, so why walk down a city street on a lovely summer evening and get grumpy about cell phones? They are not the problem. Absence of delight is the problem.

For me, crankiness is a professional dilemma. More times in o the day than I can count, I have Andy Rooney moments. I can't open bubble packs; I can't activate my cell phone; I suddenly discover they've managed to put advertising on squirrel butts. "You know what bugs me?" "What is it with this?" "How come I can't do this new thing?" I might as well be shooting brake fluid right into my brain. It's just not interesting.

I think political activism is swell at any age. I'm a fan of learning things. I believe in going out even when I don't want to go out, because all that is in here is me, and God knows I've explored that territory enough.

2009 RUPA CONVENTION

Registration Form

The convention will be held at the Denver Embassy Suites/Tech Center from Sept. 24-27. Mention RUPA for a rate of \$109. This includes breakfast each day and a 2 hour free cocktail party every day. Hotel phone # is (303)792-0433. Tours will be handled on a separate registration form. You are encouraged to register early so that the organization can make the proper arrangements.

Name: _____ Spouse/Guest: _____

Address: _____

E-Mail Address: _____ Phone: _____

Registration Fee: \$15/person \$ _____

Thursday Buffet: \$15/person \$ _____

Sunday Banquet: \$25/person \$ _____

Banquet Meal Selection: Oven Roasted Salmon _____ Grilled London Broil _____ Stuffed Chicken Breast _____

TOTAL \$ _____

Complete form and make a copy for your records. Determine total amount and send a check made out to RUPA along with the completed registration form to:

Ron Jersey, 3 Pheasant Ln, Gorham, ME 04038. Tel. (207)839-6943. Do not send me the money for the tours. Registration and food only.

Hilton hotels has created a personal web page for RUPA. You can make hotel reservations using this web site. To access:

embassysuites.hilton.com/en/es/groups/personalized/DENTCES-RUP-20090921/index.jhtml

If you have any problems opening the site, contact me and I will send you the Link.

I/We would be interested in a tour of the UAL Training center on Friday afternoon. Yes _____ No _____.

Number of people _____

I/We would be interested in attending a Col. Rockies baseball game on Sat. Night Yes _____ No _____

Number of people _____

CONVENTION TOURS INFORMATION

HALF-DAY

Denver, A Mile High City

Tour starts at the State Capital. Then on to the Molly Brown Victorian Mansion and the Kirkland Museum. Next is Millionaires' Row and the Trinity Methodist Church. Tour ends at the Brown Palace Hotel.

Foothills Fandango

Starts with a tour of Red Rocks Park and Amphitheatre. On to Lookout Mountain and the Buffalo Bill Cody Museum. Then off to the Molson/Coors Brewery for a tour and tasting.

FULL DAY

Rocky Mountain High

A drive up the Trail Ridge Road along the Continental Divide known for its spectacular high mountain beauty and some of the best watch-able wildlife in Colorado. Includes a visit to Estes Park and the Stanley Hotel made famous by the movie "The Shining" by Stephen King

Colorado Springs-Pikes Peak Region

Starts with a visit to the Garden of the Gods. Then on to the Air Force Academy for a tour of the Visitors Center, the Planetarium and the Cadet Chapel. Next is the Cave of the Winds. This is a 45 minute walking tour. A buffet lunch is included.

Registration for the tours is handled by the Tour Company. Use the enclosed Registration form.

CONVENTION NEWS

As of the first week of May, a few registration forms have come across my desk. I know it is a little early but I would like to remind everyone that the cut-off date for the hotel rate is 09/03/09. One interesting but disturbing question came up from a prospective attendee. He asked if he could try to find a cheaper rate through AAA or AARP. I don't think he can beat \$109/night but this presents a big problem for RUPA. I have committed our organization to 60 rooms from Thursday through Saturday and 70 rooms on Sunday. Any rooms booked outside of our Web page or directly with the hotel is not counted towards our commitment. Failure to achieve at least 90% will result in a penalty.

Concerning transportation to and from the hotel, Super Shuttle has given us a discount code to use when either making a reservation on line or when you arrive at the airport. A flyer for the super shuttle will be published at a later date but for those who would like to make early reservations, the discount code is **AWNS5**.

If you are planning on attending the convention but are waiting to send in your registration form, please send me an e-mail to let me know so that I have an idea of the number of attendees. **Ron Jersey**

THE INTREPID AVIATORS OF SOUTHERN OREGON

Hello to all. We had a great lunch yesterday with Art and Pam Lumley, Steve Fusco, Bob Keasby, Bob Finley, John Cairns, Michael Bennett and Bob and Marty Niccolls attending. At lunch Art Lumley graciously offered to send out the notices for the next couple of months as Marty and I head out on our circle the US drive. (and yes, I promise I won't bring pictures to the next lunch we get to!) My thanks to him for keeping the group going during this time.

Cheers to all, we'll see you on our return. **Bob**

RUPA 2009 TOUR REGISTRATION FORM

September 24-28, 2009

Registration Options:

1. Register by telephone - (303) 830-6850
2. Register by mail – complete registration form below and include payment to:
CEO, Inc, 1115 Grant Street, Suite 202, Denver, CO 80203
3. Register by fax – complete registration form below and fax with credit card information to: CEO, Inc. at (303) 830-6610

Please select tours by indicating the number of tickets (#) for each tour and its subtotal.

TOUR SELECTIONS

Deadline for tour signup is (date tba later)

Space is available on a first come, first served basis.

Date	Time	Tour	Cost per person	# of persons	\$ Subtotal
Friday, Sept. 25,	9:00am – 5:00pm	Rocky Mountain High Includes lunch	\$71.00		
Friday, Sept. 25,	9:00am – 1:30pm	Denver, A Mile High City	\$47.00		
Saturday, Sept. 26,	9:00am – 5:00pm	Colorado Springs Includes lunch	\$62.00		
Saturday, Sept. 26,	9:00am – 1:30pm	Foothills Fandango	\$36.00		
Sunday, Sept. 27,	9:00am – 1:30pm	Denver, A Mile High City	\$47.00		
Sunday, Sept. 27,	9:00am – 1:30pm	Foothills Fandango	\$36.00		
Total Amount Due (Please add 3.5% for registration fee)			\$		

Registrant Information

Registrant Name: _____

Mailing Address: _____ City: _____ State: ____ Zip: _____

Daytime Phone: _____ E-mail Address: _____ Fax: _____

Payment Information

Payment Amount: \$ _____ Type: Check ___ Money Order ___ MasterCard ___ Visa ___

Credit Card Number: _____ - _____ - _____ - _____ Expiration Date : _____

Cardholder's Name: _____

Please note:

All tours will depart from Embassy Suites Denver Tech Center. Buses will load one-half hour before scheduled tour. Bottled water will be passed out as guests get on the bus.

If a tour is cancelled for lack of participation a full refund will be given. There is a \$3.00 fee per person per tour if you request an exchange. CEO, Inc. advises all participants drink plenty of water before arriving and while in Denver. Please bring a sweater or jacket on the tours. Space is available for the tours on a first come, first served basis. After (date), registration will be available on-site at the registration desk upon arrival. Sign up early!! We invite you to call CEO, Inc. with any questions at 1-877-CEO-0411 or 303-830-6850.

UNITED: THE INCREDIBLE SHRINKING AIRLINE

By Ted Reed

Once the biggest airline in the world, United is shrinking dramatically. In size it now ranks fourth, behind Delta, American and AirFrance/KLM. Between 2000 and 2008, its fleet shrank by a third, its workforce shrank by half and its passenger count shrank by 38%.

Further cuts are anticipated. First-quarter revenue shrank 22% from a year earlier. And United is the only one of the 10 largest airlines in the U.S. that does not have an aircraft order in place.

"I once worked for a company that flew to all 50 states," says Rich Delaney, president of District 141 of the International Association of Machinists, the airline's biggest union with 17,200 members. "It had the largest reach and was the premier carrier. The watchword was 'benefit from the economies of scale.' Nobody talks about that anymore.

In shrinking, United is ahead, but not alone. Since early 2000, American, long its arch competitor, has reduced its mainline workforce by 23.5% and its mainline fleet by 11%. Overall between 2000 and 2008, the U.S. airline industry's capacity grew by about 10%: Established network carriers scaled back, but low-cost carriers and regional carriers grew. During the two years ending Sept. 30, United was second to American in capacity reduction, with a 3.9% cut, according to figures compiled for TheStreet.com by Innovation Analysis Group.

For the network carriers, reducing capacity has come to be viewed as a panacea for every manner of ailment. The carriers cut back after the Sept. 11 terrorist attacks, then began to rebuild. They returned to cutting in earnest in 2005, when US Airways and America West merged in bankruptcy, seizing the opportunity to shed unwanted aircraft to reduce costs.

United, Delta and Northwest also scaled back in bankruptcy, enabling the industry to turn profitable in 2006 for the first time in six years.

In 2008, capacity reduction became the chosen method for shielding carriers from the ravages of sharply rising oil prices. Late that year, as the economy slowed, reductions continued in the face of declining demand for travel.

While it seems clear that airlines have responded effectively to a cascade of problems, it is not so clear that continuous contraction offers a path to maintaining a franchise as a leading global airline.

By many measures, United's most successful CEO was Stephen Wolf. Between 1987 and 1994, he presided over unprecedented international growth, expanding from 11 international destinations to 33, and ordered hundreds of new airplanes, including the first 777 jets produced by Boeing.

In a recent interview, Wolf recalled that when he arrived, United did not have a single European route and that it lobbied hard for a Chicago-Tokyo route. "We won it, a major coup for us, and we almost immediately put two 747s a day on it," he said.

Yet Wolf was forced out, largely because of conflict with the pilots union. A quarter-century later, the airline's unions are growth advocates, but the airline is "not even reinvesting at the rate of depreciation," says aviation consultant Robert Mann. "Instead, they seem to be on anorexic alert."

Regarding Wolf, "regardless of what you think of his management style, the point is that he envisioned United as an airline," says Jay Heppner, spokesman for the United chapter of the Air Line Pilots Association. "The problem today is that management has no vision for the future.

"When the economy turns around, how are we going to recapture market share if we don't have the aircraft and the employees to do it?" Heppner asks.

On United's first-quarter earnings call, Morgan Stanley analyst William Greene questioned a future where planned capital expenditures do not keep pace with depreciation. CFO Kathryn Mikells responded: "For better or for worse, we've been capital constrained for a number of years, and what I tell you is we're very

focused on where we spend the capital. We have galvanized the entire company around focusing on only a few goals.”

The areas do not include new aircraft, but Mikells noted that “from a fleet perspective, our retirement of the 737 is in part being backfilled with new RJ 70s.” Those 70-seat regional jets are placed in the fleets of regional partners with lower pay scales. “That is a terrible thing, from a mainline employee perspective,” Mann says. For United, not so bad.

As for the reluctance to buy new aircraft, Mann says, “If you figure the company has been for sale for years, then the way it would be the best possible acquisition target is to not have any major aircraft acquisition commitments. The problem is that the longer you starve yourself, the less interesting you are as a network.”

Bill Swelbar, a research engineer in MIT’s International Center for Air Transportation, says United is bucking up against the adage that an airline cannot shrink to profitability. “What United has done is to reduce uneconomic capacity that arguably came from a company and an industry that grew too big,” he says. “But because United has been the most aggressive, it is at a point where decisions to shrink further are much more difficult than they might be for others.”

However, Swelbar said United’s role in the Star Alliance and its partnership with Continental diminish the need for new aircraft, because code-shares enable United to turn over international passengers to partners. “United realizes that it can provide passengers with access to Star markets,” he says, “it doesn’t have to be on United metal.”

At the same time, were United to decide to place an aircraft order, the present would be an opportune time, because a rash of cancellations and deferrals has created an opportunity to secure extremely favorable pricing.

“The irony is that if you look at where they are, it’s not a terrible place to be, unless you view it from the standpoint of a mainline employee,” Mann says. “In that case, you see the place literally evaporating in front of your eyes.”

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Our second “off airport” lunch on Monday, May 11th was at *Edgar’s at Quail Lodge* in Carmel Valley. The day was picture postcard gorgeous so we dined on the patio. Other than the momentary excitement of one out-of-control golf ball, the setting was perfect, the service excellent, and the food marvelous. Those enjoying the day and camaraderie were Brigitte and Paul Olson, Fran and Will Blomgren, Jerry Quitney, Mary Alice and Robert Gifford, Diane Ellis, Barbara and Neil Brooks, Barrie Nelson, Deryl Moses, Sunee and Milt Jines, Judy and Carlos Quintana, Nancy and Lee Casey, Tommy and Jim Gwinn, yours truly, and hosts Beth and Connie Ege and Donna and Pete Walmsley.

Pete got the group started with a couple of golf jokes followed by several funny “war stories”! Because so many of the ladies present were former flight attendants we had our share of cabin stories to balance the story lines!

The group voted again to have our next lunch at *Edgar’s at Quail Lodge* on **Monday, June 8th**. Report time will be **1130**. I will send an email reminder the Monday before the 8th for RSVPs.

Again many thanks to Beth and Connie Ege and Donna and Pete Walmsley for hosting our lunch at *Quail Lodge* – aren’t we lucky!

Cheers, *Phyllis Cleveland*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



On March 3, 1919, Edward Hubbard (upper left) and William Boeing launched a Seattle-Victoria International Mail Service using the Boeing Model 2 "C". They were the first two Civilian Airmail Pilots in America. Hubbard was an Army Pilot Instructor in San Diego during WWI, then after the war, he was an Experimental Pilot at Boeing from 1917 to 1920. Following the March 1919 flight, Hubbard began operating a private contract airmail service between Seattle & Victoria, BC. During the next five years he flew under the name of "Seattle-Victoria Air Mail Line", carrying between 25,000 and 50,000 pounds of mail annually, mostly in the Boeing Model 6 B1 (upper right photo).

Another of Hubbard's ideas was "United Air Lines". Edward Hubbard died in Salt Lake City, December 18, 1928, a day after United's formation. His last title was Vice President of Operations.

By Marvin Berryman from the book "Boeing"

Please mail your **tax-deductible** contributions and donations of United Memorabilia & Artifacts to: **UAHF, Tom Goodyear**, 7401 Martin Luther King Blvd., Denver, CO 80207. Website www.uahf.org

THE JOE CARNES N.W. ILLINOIS RUPA LUNCHEON

The Joe Carnes N.W. Illinois RUPA lunch met at the *Warsaw Inn* In McHenry Ill. on May 12, 2009. In the absence of our Toast Master General (Milt Jensen) we had to entertain our selves. Bernie gave us a rundown on information he got from the ORD chief pilot and many war stories were exchanged. Food was as always, very good.

In attendance were: Don & Joan Anderson, John Anderson, Leroy & Eva Bair, Jim Bertelson, Dale & Glenys Bird, Ted & Dolores Bochniarz, Jim & Corrinne Boyer, Duane Buchsath, Ben & Kay Burford, Lyle Burry, Norm Clemetsen, Barry Davidson, Jim Downing, Thomas Franklin, Jim Gesler, Don & Katie Gregg, Ed & Mary Gunderson, Tom Harvey, Bob & Gail Helfferich, Tom Helms, Buck Hilbert, Paul Hubbert, Gene Johnson, Bob & Carolyn Kelly, Les & Barbara Kero, George & Jacquie Mathes, Rob McCutcheon, Ralph Mikulich, Bob & Shirley Moncur, Bill Mullen, Claude Nickell, Bob Schneider, Bill Silvester, Ole Sindberg, Bernie & Rachel Sterner Flo Tabbitt, Sid Tiemann, Tom & Mary Toeppen, Jim Trosky, Lyman Walter Tom Wedel, Paul Wember, Russ & Barbara Sue Williams, Ron Wilson, and Tom Workinger

UAL AD FROM 1966 FLYING MAGAZINE

We'll pay you \$1,000,000 to fly for United!

If you're in your mid-twenties, you can earn as much as \$1,000,000 in your lifetime as a Flight Officer with United Air Lines. If you're a little "older," you may have to settle for \$950,000!

There are few ways left to make a million dollars. United offers you one of them.

Depending on your age, and assuming normal progression, you can make as much as \$1,000,000 (or more) with United. (This would include free retirement salary of as much as \$22,000 a year after age 60).

To give you an idea of how your salary progresses at United, consider the fact that you start at \$6,600 a year as a Second Officer. At the beginning of your second year, you would earn about \$10,200; 3rd year: \$14,400; 4th year: \$15,600; 5th year: \$16,800, etc. etc.

At some locations, you can progress to First Officer in a year. Normally, it takes about 10 to 12 years

to make Captain—and a salary of \$23,000 to \$33,000 a year depending on the equipment you'd fly.

Now that we've shown you how to make a million, let's look at some of the other benefits of flying with United.

Training: United operates the most modern flight school in the world, at Stapleton International Airfield in Denver, Colorado. You'll train there for 13 weeks prior to line assignment as a Second Officer... while training, you'll earn \$550 a month; plus \$4 per diem to help cover your expenses.

Ten Domiciles: Chicago, Denver, Los Angeles, Miami, Detroit, San Francisco, New York, Seattle, Newark and Washington, D. C.

Benefits: United offers you free and reduced air travel fares for you and your dependents, company-paid life insurance, a stock purchase plan, and many more.

Grow with the biggest! By 1970, United will have an all-jet fleet of more than 300 aircraft.

Qualifications: You must be in excellent physical condition; 20/70 vision correctable to 20/20 with glasses; age 20 to 29 (up to age 35 if exceptionally well qualified); height 5'6" to 6'4". You also need a commercial pilot's license (United provides the training towards an instrument rating); high school graduate, college preferred.



"ANOTHER PATCHICK
AND I'LL HIT A MILLION"

*fly the
friendly skies
of
United.*

MAIL COUPON FOR MORE INFORMATION



Flight Employment
Dept. F-609, P. O. Box 8775, O'Hare Field Station
Chicago, Illinois 60666

UNITED AIR LINES

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ADDRESS _____

CITY _____ STATE _____ ZIP _____

BOMB-LADEN "REAPER" DRONES BOUND FOR IRAQ

BALAD AIR BASE, Iraq (AP) - The airplane is the size of a jet fighter, powered by a turboprop engine, able to fly at 300 mph and reach 50,000 feet. It is outfitted with infrared, laser and radar targeting, and with a ton and a half of guided bombs and missiles.



The Reaper is loaded, but there is no one on board. Its pilot, as it bombs targets in Iraq, will sit at a video console 7,000 miles away in Nevada.

The arrival of these outsized U.S. "hunter-killer" drones, in aviation history's first robot attack squadron, will be a watershed moment even in an Iraq that has seen too many innovative ways to hunt and kill.

That moment, one the Air Force will likely low-key, is expected "soon," says the regional U.S. air commander. How soon? "We're still working that," Lt. Gen. Gary North said in an interview.

The Reaper's first combat deployment is expected in Afghanistan, and senior Air Force officers estimate it will land in Iraq sometime between this fall and next spring. They look forward to it.

"With more Reapers, I could send manned airplanes home," North said.

The Associated Press has learned that the Air Force is building a 400,000-square-foot expansion of the concrete ramp area now used for Predator drones here at Balad, the biggest U.S. air base in Iraq, 50 miles north of Baghdad. That new staging area could be turned over to Reapers.

It is another sign that the Air Force is planning for an extended stay in Iraq, supporting Iraqi government forces in any continuing conflict, even if U.S. ground troops are drawn down in the coming years.

The estimated two dozen or more unmanned MQ-1 Predators now doing surveillance over Iraq, as the 46th Expeditionary Reconnaissance Squadron, have become mainstays of the U.S. war effort, offering round-the-clock airborne "eyes" watching over road convoys, tracking nighttime insurgent movements via infrared sensors, and occasionally unleashing one of their two Hellfire missiles on a target.

From about 36,000 flying hours in 2005, the Predators are expected to log 66,000 hours this year over Iraq and Afghanistan.

The MQ-9 Reaper, when compared with the 1995-vintage Predator, represents a major evolution of the unmanned aerial vehicle, or UAV.

At five tons gross weight, the Reaper is four times heavier than the Predator. Its size - 36 feet long, with a 66-foot wingspan - is comparable to the profile of the Air Force's workhorse A-10 attack plane. It can fly twice as fast and twice as high as the Predator. Most significantly, it carries many more weapons.

UNDER THE RADAR: Air Force ramps up in Iraq

While the Predator is armed with two Hellfire missiles, the Reaper can carry 14 of the air-to-ground weapons - or four Hellfires and two 500-pound bombs.

"It's not a recon squadron," Col. Joe Guasella, operations chief for the Central Command's air component, said of the Reapers. "It's an attack squadron, with a lot more kinetic ability."

"Kinetic" - Pentagon argot for destructive power - is what the Air Force had in mind when it christened its newest robot plane with a name associated with death.

"The name Reaper captures the lethal nature of this new weapon system," Gen. T. Michael Moseley, Air Force chief of staff, said in announcing the name last September.

General Atomics of San Diego has built at least nine of the MQ-9s thus far, at a cost of \$69 million per set of four aircraft, with ground equipment.

The Air Force's 432nd Wing, a UAV unit formally established on May 1, is to eventually fly 60 Reapers and 160 Predators. The numbers to be assigned to Iraq and Afghanistan will be classified.

The Reaper is expected to be flown as the Predator is - by a two-member team of pilot and sensor operator who work at computer control stations and video screens that display what the UAV "sees." Teams at Balad, housed in a hangar beside the runways, perform the takeoffs and landings, and similar teams at Nevada's Creech Air Force Base, linked to the aircraft via satellite, take over for the long hours of overflying the Iraqi landscape.

American ground troops, equipped with laptops that can download real-time video from UAVs overhead, "want more and more of it," said Maj. Chris Snodgrass, the Predator squadron commander here.

The Reaper's speed will help. "Our problem is speed," Snodgrass said of the 140-mph Predator. "If there are troops in contact, we may not get there fast enough. The Reaper will be faster and fly farther."

The new robot plane is expected to be able to stay aloft for 14 hours fully armed, watching an area and waiting for targets to emerge.

"It's going to bring us flexibility, range, speed and persistence," said regional commander North, "such that I will be able to work lots of areas for a long, long time."

The British also are impressed with the Reaper, and are buying three for deployment in Afghanistan later this year. The Royal Air Force version will stick to the "recon" mission, however - no weapons on board.

LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

Some of our "regulars" were not there today for our May 14th Luncheon, however we still had an excellent turnout with the following 21 in attendance: Jim & Nan Day, & their friend, Richard Linder: Don & Gloria McDermott, Gene & Susan Biscailuz; Doug & Marcene Rankin; Norm Marchmont & Trudy Buck; Herb Goodrich; Bob Mosher; Tom McQueen; Marv Jeffers; Russ Maddox; Doug Bielanski; Dick Unander; Denny Fendelander; Walt Tyler; and Charles Raphael.

Don McDermott greeted us and congratulated Jim Day on his upcoming 90th Birthday. Then Doug Bielanski talked about the PBGC's Final Determination Letter and that the date keeps slipping forward and for some of the retirees it may not be out until the year 2010. Denny Fendelander talked briefly about a lawsuit that the US Air Pilots have against the PBGC.

Bob Mosher informed us that Gerry & Lavonne Beyer have moved from their Woodland Hills home to a retirement home in Woodland Hills.

We had a nice surprise for dessert as Nan Day had arrived separately from Jim bearing a beautiful Chocolate Strawberry Birthday Cake. Jim was properly surprised! So after lunch, Nan lit the candles and told him to blow them out, which he did. It's good thing that those 90 year old lungs are still powerful, as the candles kept relighting and he had to blow them out several more times. As the area filled with smoke it was decided to remove the candles and drop them in a glass of water to extinguish them. Oh, by the way, the cake was very delicious.

For our July Luncheon at *Mimi's* the second Thursday of the month is July 9th which will be 6 days earlier than our May lunch was. Til then, *Doug & Marcene Rankin*

SFO RUPA PICNIC

August 13, 2009

1130-1500

Flood Park, Menlo Park, CA

Save the date-- more information in the July RUPANEWS

SFO NORTH BAY RUPA LUNCHEON

The weather was un-May-like cloudy, with some light rain, but it failed to dampen the spirits of those attending the monthly get-together! Due to concerns over the flu epidemic, the group was polled, via E-mail, as to whether to hold/postpone the lunch. The results were overwhelmingly in favor of NOT postponing! Many also enclosed, in their response, some very interesting comments on the situation, not all quotable! One of the better ones was from Barney Hagen, who wrote "It's really nice to be among your friends when you're sick!".

After the call-ins, (unable to attend), were announced, the group was saddened to hear of the passing of retired SFOFO Captain Larry Watkins recently.

George Hise presented yet another heartening health report, noting that recent reports indicate that men need not avoid alcohol entirely if they suffer from BPH, (enlarged prostate), as light/moderate use, may ease the symptoms. George also reported that the ingredient in red wine, resveratrol, touted by some as heart-healthy, is now available in beer form! A good round of applause followed this news!

The Bulletin Board was near filled with recent uava news, which led Leon Scarbrough to ask.. "Don't you ever have any good news?"...sadly, not too much lately.

The latest PBGC/fica news was discussed, as well as the recently settled lawsuit involving allegedly inappropriate material, allegedly hidden in some cockpits. The group was advised of the recent "string" on the Yahoo retp forum, recalling the "old days at DENTK" and the many memories being posted. Norm DeBack and Buddy DeCosterd related some good tales of earlier years, and then the remainder of the lunch was spent enjoying some fine company, remembrances, and stories!

Attending: Dan Porter, Leon Scarbrough, Tom and Joyce Grey, Bill Greene, Barney Hagen, Randy Hinz, Dan Bargar, Woody Lockhart, John Reed, Buddy DeCosterd, Gary Webb, Norton 1 (Rick Saber), Don Madson, Ken and Shirley Corbin, Jules and Sybil Lepkowsky, Bill McGuire, Larry and Dee Whyman, Dick Hanna, J.R. Hastings, Bob Grammar, George Hise, Norm DeBack,

Bob and Doris Donegan.

LAX SOUTH BAY LUNCHEON

Had an even dozen for our April 9 lunch. The bar at the *Hacienda* had reopened so it made for a more sociable get-together prior to dining. Everyone stayed for almost four hours.

We were honored with a visit from Wisconsin by Judy and Bob Gillette, the Valley contingent of Marcene and Doug Rankin, and the Newport rep Bill Meyer. The turn out was rounded by Walt Albright, Loyd Kenworthy, Tom Reidt, Trudy Buck, Norm Marchment, Dick McKay and yours truly, *Rex May*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

www.uahf.org

To all active and Retired United Flight Attendants and members of Clipped Wings.

In 2004, United's Archive Coordinator, Barbara Hanson embarked on a project to identify and sort the United Onboard Division's extensive collection of flight attendant uniforms dating back to the founding date of the profession on May 15, 1930. Hanson sought out retired flight attendants to assist in the volunteer project.

A professional textile conservationist was hired to conduct a class instructing the group on how to identify mold, mildew and bug infestations in the clothing. The volunteers were shown how to remediate these problems and to recognize when professional help would be required. They were also shown how to construct hangers that would pad and protect the clothing by using batting and unbleached cotton muslin.

Utilizing the resources of United's archives, the volunteers began to write descriptions of the uniform changes from the first uniform in 1930 through the current uniform. Multiple sources of documentation and photos had been retained at United but required extensive search efforts to uncover. Just when the project had gained great momentum, the archive program at United was cancelled early in 2005 and Hanson opted to retire. The uniform project work came to a halt. The research that was completed and in process was placed in storage on the company grounds along with the uniform collection.

In 2007, the United Airlines Historical Foundation approached United Airlines' Onboard Division with the proposal to resurrect the uniform project with a new purpose in mind. That purpose was to complete the descriptions and photograph all the uniform garments and accessories of every documented uniform change and separate the uniform garments and accessories into four separate collections with the intention of donating a complete set of uniforms spanning nearly nine decades to three recipient aviation organizations.

The planned recipients of this valuable uniform collection are the Smithsonian Institution's National Air and Space Museum in Washington, D.C., the San Francisco Airport Commission Aviation Library and Louis A. Turpen Aviation Museum located at San Francisco International Airport. The United Airlines Historical Foundation (UAHF) will acquire a set for display at the United Airlines Denver Flight Center and for loans to other accredited aviation museums. The fourth set is to remain with the Onboard Division for future display at United's Flight Attendant Training Center in suburban Chicago.

The project was approved to move forward with the encouragement and approval of United's Onboard Division. Hanson, who is now UAHF's Executive Vice President of the UAHF, headed up the effort again enlisting the help of the volunteers who assisted previously. These caring retired flight attendants and one administrative worker remain eager to continue to preserve an important part of the legacy of the flight attendant profession. The team hopes to complete the project in 2009. To learn about project updates, visit www.uahf.org (click on "News" Link).

Your help is needed

The uniform team has painstakingly inventoried all the items that are currently in the collection and has prepared a list of "missing uniform garments and accessories" that are needed for the donation of a complete collection to each receiving organization. The list is extensive but we are hopeful you will be able to assist to accomplish our goal. Those interested in viewing and/or downloading the list go to the UAHF website <http://www.uahf.org/custom/login.asp> and sign in using the following info: User Name: **ellen** Password: **church**

Should you choose to donate your garments/accessories to this project, your tax deductible donation will be acknowledged within a month of your donation. You will be asked to sign a release to transfer the articles for distribution to one of the three receiving organizations mentioned above.

Before you ship your items, please contact the team member who is handling your donation to confirm that the items you would like to donate are still needed. Shipping instructions will be provided at that time.

Last Names – A-H

Barb Hanson, 704 W. George St, Arlington Heights, IL 60005, 847-577-2844, ual1926@sbcglobal.net

Last Names I-P

Linda Davis, 465 Sunset Road, Winnetka, IL 60093, 847-501-3483, LRDavis5@aol.com

Last Names – Q-Z

Carole Tye, 2539 Marian Lane, Wilmette, IL 60091, 847-256-7184, beachmom6245@aol.com

S.E. FLORIDA GOLDCOAST LUNCHEON

We met at our usual location, *The Flaming Pit* Restaurant, on April 9. We had a fair turnout of 18 members, considering some of the Snow Birds (SUN BIRDS) have flown north. The laugh for the month. A Beautiful Blond gets married and on her honeymoon night gets all decked out for bed. When she goes to the bedroom, she finds her husband bedding down on the Couch for the night. When questioned he replies he has given up sex for Lent. Her reply is when are you getting it back?

Those in attendance today were: Bill Lancaster, Dave Dryer (From Port Charlotte), Stan Blaschke, Lyn Wordell, Dave Peat, Terry Lewis, Murray Warren (from up Stewart way), Ham Wilson, Dick Smiley, Art Jackson, Jimmy Carter, Ham Oldam, Jerry Bradley, Paul Livingway, Warren Hepler, Dan Kurt, Bill Garrett, and myself Ned Rankin. Regrets were sent by Emerson Bigguns, AKA Jim Moorhead that he had gone north in search of seasonal work.

Our meetings will start again in October, 2nd. (second) Thursday of the month at *The Flaming Pit* Restaurant on Federal Highway across from the Pompano Beach Airport. Hope everyone has a Healthy and Prosperous summer. Till then, *Ned*

HAWAIIAN ONO NENE'S RUPA LUNCHEONS

Dear Ono Nene, Yesterday, April 8th, we celebrated lunch at P. F. Changs on Queen Street.

Besides reminiscing and talking dirty about medical problems, we also discussed the up coming "case" against our very own government vis-à-vis the taking of FICA taxes.

In attendance were: Dave Crooks, Alice & Buddy DeCosterd, Yasuko & Yuz Morita, Corky & Jim Sorensen, and Jim Whiteley.

Next we will meet in Lani Kai on the 13th of May.

Aloha, *Jim*

We met yesterday, May 13, at the *Mid Pac Country Club* in Lani Kai for our May day lunch. In attendance were Diane & Larry Becker, Don Clements, Adele & Dave Crooks, Clarita & Rick Kaapuni, Yasuko & Yuz Morita, Corky & Jim Sorensen, and E. K. Whiting. We had best wishes from Alice & Buddy DeCosterd from the mainland. It was great to have Don Clements well enough to attend.

Next will be somewhere on the south side on Wednesday the 10th of June. Hope to see you there.

Aloha, *Jim*

THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

The April 15, 2009, luncheon was held at the *Westwood Country Club* in Vienna, Virginia and it was co-ed. We enjoyed another excellent meal consisting of a salad followed by a crab cake with rice and green beans. Dessert was old-fashioned fruitcake with raspberry sauce.

Following lunch, Captain Walter Clark gave us a rundown about some of the changes occurring in the flight office. Captain Clark is the Chief Regional Pilot for the NE. We learned, among other things, that UAL has gone from 7 pilot domiciles to 4 and that DCA is now the second largest. The lecture was extremely interesting, as well as informative.

The attendees present were: Al Badrow, Jon Beckett, Celeste Brodigan, Capt. Walt Clark [Regional Chief Pilot], Hal Cockerill, Gary Cook, Gil Coshland, Pat Coshland, Gene Couvillion, Eleanor Forsythe, Paul Gilson, Jerry Goebel, Bill Grooms [Brother of Jack], Jack Grooms, Larry Grube, Earl Jackson, Fred Keister, Eva Long, Dave Malone, Lew Meyer, Truman Miller, Lisa Ney, Pierre Ney, Faith Osborn, Marilyn Pasley, Ralph Pasley, Herb Petitt, Laura Petitt, Larry Rooney, Bud Ruddy, Theresa Ruddy, Bernie Schwartzman, Bonnie Schwartzman, Fred Streb, Betty Williams, E.K. Williams, Betty Wolfe, Andy Yates, Gale Seaton & Cory Towle [Andy Yates Daughters].

E.K. Williams, for his hard work in supervising the quarterly event.

Fred Streb, for arranging the luncheon.

Jerry Goebel, for handling phone reservations.

GaryCook, Hal Cockerill and Earl Jackson for handling the check-in.

Teresa Ruddy for the very pretty flower arrangements.

Our next scheduled luncheon will be July 15, 2009. *Jon P. Beckett*

SW FLORIDA RUPA GROUP at SUN 'N FUN FLY-IN

RUPA is alive and well again at the Sun 'N Fun fly in Lakeland, Florida Thursday April 23rd. The day's weather was perfect for the event and record crowds were present. Thanks to the generous hospitality of the Midwest Florida Wing of the OX-5 Club, it's President Wayne Gordon, it's Secretary Evelyn Latorre and crew, we were able to enjoy the comfort of their clubhouse and the fine BBQ served by the OX-5 members.

We hope to carry on the tradition at the fly in next April 2010.



Twenty-five RUPA, United pilots, flight attendants and guests sign in on our roster. Some additional attendees missed the sign in roster. Attending: Gene Hammond, Ed Prose, Dot Prose, Richard May, Ham Wilson, Will Collins, Ted Collins, Sara Collins, Phil Irwin, Andy Irwin, Gene Chapman, Steve Linsenmeyer, Ham Oldham, Don Kincaid, Norm Clemetson, Dwight & Lyn Bales, Barbara Murray, Jim Morehead, Jan Conover, Jerry Urban, Frank Secrest, and John King.

Pictured holding the RUPA welcome banner are; left to right, (sorry missed first two identities)?, ?, Dot Prose, Ed Prose, Norm Clemetson, Ham Wilson, Will Collins, Gary Crittenden.

Thanks to all who stopped by. Truly, *Dot Prose* and *Gary & Janice Crittenden*

SE FLORIDA TREASURE COAST SUNBIRDS (April Luncheon)

Our final Luncheon for the Season took place at *The Mariner Sands CC* on Tuesday, April 14th, 2009. Since some of our part time residences (commonly referred to as "Sunbirds") have left to go back up North.....our attendance was off a little bit from the NORM with 12 guys showing up for the GR8 food at moderate prices with fantastic "fellowship". We spent a good couple of hours at Captain Jim Dowd's Club and had a wonderful time before we said "so long" and have a GR8 Summer and will see you in the Fall.

Those in attendance were: Paul Andes, Dick Baese, Jack Boisseau, Bill Cole, Vince Consigli, Jim Dowd (our host), Del Gartner, Clay Grant, Frank Guglielmino, Andy Lambert, Ted Osinski, and Bob Langevin (the Scribe).

After the welcome and a few administrative announcements by Jim (Dowd)...we all raced up to the well stocked buffet table to make sure that we got our \$\$\$ worth of all of that delicious food. I'm NOT going to mention any names (note the PLURAL) here in writing (you know, that paper trail thing) but I can assure you that several (and I'm UNDER-stating the case) of our "Retired Captains" were seen up at the Buffet spread MORE THAN twice. I will not mention any names for the reason stated above, but THEY do know who THEY are.

Prior to everyone heading out at about 1:30 PM or so, we had a group discussion about several items that are either taking place right now (the PBGC Final Determination Letter and ZED fares and ticketing) or the location of our Luncheons which will start in the Fall. The bottom line is that several other venues were being considered but it was overwhelmingly agreed that "if it's not broke, don't fix it". So, our RUPA Luncheons that will (probably) start in November will continue to be held at *The Mariner Sands Country Club*, our present location. In the past, the Luncheons always resumed in November when Jim returned from up North, however, depending on the interest and number of "Sunbirds" that are back, I might take the bull by the horns and get the luncheons restarted in October. We'll have to wait and see what happens THEN, when I get back from my Summer in SW Michigan. Meanwhile, we wish everyone a safe, happy, and healthy Summer and we'll look forward to seeing you in October or November.

Respectfully Submitted by, *Bob Langevin*

THE LAST REVENUE FLIGHT OF THE DC-6B

February 28, 1970 represented the end of an era. On that day, Captain Bob Newkom and copilot Rick "Fuzzy" Lewis flew DC-6B (N37581) Flight #837 from SLC to Ely, Elko, RNO, and SFO. This was United's last scheduled revenue flight of a four engine prop airliner and the last operated by a U.S. legacy carrier. The majority of the passengers were riding on company passes. Some of the long ago retired captains had flown this same route in the Boeing Model 80 back in the 1930s. One old Captain was 90.



THE GRAND CANYON MIDAIR COLLISION

Greatest air tragedy of its time in U.S. aviation. On the morning of Saturday, June 30, 1956, United Flight 718 collided with TWA Flight 2 over the eastern end of the Grand Canyon. Since the accident involved two of the largest commercial aircraft then in service--a Lockheed Super Constellation, and a Douglas DC-7--it resulted in the greatest loss of life, by far, in any accident of the time. The enormity of the loss gave impetus to a major improvement in air traffic control with the formation of the Federal Aviation Administration and the widespread use of collision avoidance radar on commercial aircraft.

TWA's Super Constellation. The Constellation changed the face of commercial aviation. In the 1930's, Howard Hughes, a major shareholder of TWA, wanted a plane that would fly higher, faster, farther, and carry more passengers than existing passenger aircraft. He turned to Lockheed with his extraordinary request and the stipulation that the project be kept secret.

By 1944, the plane was ready for a demonstration flight that would shock the aviation industry. With Howard Hughes as pilot and Jack Frye, TWA's president, as co-pilot, the Constellation flew across the country non-stop in a record-smashing six hours and fifty-seven minutes. Even fighter planes could not match the top speed of 340 miles per hour.

Unfortunately for TWA, the country's needs during WWII superseded those of commercial aviation, and the first production versions saw the Connie drafted as the C-69 military transport. TWA had to wait until November 1945 to put the plane into the post-war skies and remake commercial aviation. It was the first airliner able to fly nonstop coast to coast. With a pressurized cabin it was able to fly at 20,000 feet, above most turbulence. The Connie could carry an incredible 54 passengers over a distance of 3,000 miles at a cruising speed of 280 miles per hour.

By contrast, with the introduction of the DC-3 in 1936 Douglas continued its dominance of commercial aviation. By 1939 90% of all air passengers were flying in the DC-3 or its predecessor, the DC-2. The DC-3 had a range of 1,500 miles, a seating capacity of up to 28 passengers, a cruising speed of 192 miles per hour, and could reach 20,000 feet. It had set a previous cross country record of 13 hours, 4 minutes, also with Jack Frye at the controls. In October, 1950, an elongated version of the Constellation was introduced as the Super Constellation. TWA first flew an improved Super Constellation in 1953. In its various configurations, the Super Constellation could carry up to 109 passengers. Prior to June 30, 1956, there had never been a passenger fatality on a Super Constellation during a scheduled domestic flight.

United's DC-7. The Douglas answer to the Super Constellation was DC-7, Douglas' largest and last piston aircraft. It flew for the first time on May 18 1953, and began service with American Air Lines in November of that year. The DC-7 had a flight crew of three, and in the standard configuration could seat 99 passengers at a speed of 330 to 400 mph, slightly faster than the Super Constellation. With a range of 5,635 miles, it became the first commercial aircraft able to fly nonstop west-bound across the United States against the prevailing winds. United purchased 57 of the 105 DC-7's which Douglas produced. Douglas eventually sold a total of 338 of the various DC-7 versions. Prior to June 30, 1956, no DC-7 had been in a crash.

Take off. At 9:01 AM, Pacific Standard Time, on Saturday, June 30, 1956, Trans World Airline's Flight 2 took off from runway 24 of Los Angeles International Airport. The Lockheed 1049A Super Constellation was carrying 64 passengers and a crew of 6 on a flight to Kansas City, Missouri. Its departure had been delayed from the scheduled 8:30 AM time by minor mechanical repairs. Captain Jack S. Gandy was at the controls of



the Super Constellation. He had nearly 15,000 flying hours and would be proceeding along this route for his 178th time.

Three minutes later, United Air Line's Flight 718 lifted off runway 25L of Los Angeles International Airport. Slightly behind its schedule departure time of 8:45 AM, the Douglas DC-7 carried a crew of 5 and 53 passengers toward its destination of Chicago, Illinois. Captain Robert F. Shirley headed up the United flight crew. He had 17,000 hours of flight time and had flown the route since the preceding October.

Flight plans. TWA 2's flight plan called for an altitude of 19,000 feet and 270 knots. It was to fly under instrument flight rules (IFR), used when weather conditions do not meet minimum requirements for visual flight rules (VFR). From LAX, TWA 2's flight plan called for it to fly northeast to Daggett, CA, and from there to Trinidad, CO on a route with the ultimate destination of Kansas City, MO. Although not specifically on its flight plan, TWA 2 would cross the Painted Desert between Daggett and Trinidad.

A plane would be at the Painted Desert line of position when it was at the 321° radial from the Winslow omnistation. This would correspond roughly with being over the Painted Desert which is just beyond the eastern edge of the Grand Canyon National Park.

United 718's flight plan called for an altitude of 21,000 feet and 288 knots. On leaving LAX, United 718 would fly east northeast to Needles, CA, then to Painted Desert, AZ and Durango, CO on its route to Chicago, IL.

TWA 2 initially headed in a more northerly route than United 718, but their paths would of necessity cross as TWA 2 headed to Kansas City, which is about 200 miles south of United 718's Chicago destination. This intersection would be immediately before the Painted Desert line of position near the eastern edge of the Grand Canyon.

In 1956, the Civil Aeronautics Administration tracked aircraft locations and directed flight paths by radio contact with pilots only in limited high traffic areas. This controlled air space included the Los Angeles area, but both planes soon entered uncontrolled air space on their routes east. The CAA would, however, continue to assign altitudes to planes even outside of controlled air space.

When flying on IFR in uncontrolled air space, planes would still maintain contact with air traffic control. Since the pilot might have severely limited visibility, separation from other planes might depend solely on the altitude assigned. Under VFR it was assumed that a pilot could see other aircraft and separation would be maintained on a "see and be seen" basis.

Change in altitude. June 30 was not a sunny day. The skies over northern Arizona and extending westward into Nevada were overcast. Scattered thunderstorms had been predicted by the U.S. Weather Bureau and both companies' weather departments. Probably because of weather conditions, as TWA 2 approached Daggett, Captain Gandy requested an increase in altitude from 19,000 feet to 21,000 feet through the TWA ground operator. TWA's operator contacted the Los Angeles Air Traffic Control Center which, like the other control centers was part of the CAA.

The Los Angeles controller contacted the Salt Lake City control center saying, "TWA 2 is requesting two one thousand, how does it look?" He noted the TWA 2 route from Daggett to the next checkpoint. "I see," he continued, "you have United 718 crossing his altitude--in his way at two one thousand."

The Salt Lake controller responded, "Yes, their courses cross and they are right together."

The LA controller then called the TWA ground radio operator with the message, "Advisory, TWA 2, unable to approve two one thousand."

The TWA ground operator interrupted. "Just a minute. I think he wants a thousand on top, yes a thousand on top until he can get it." A clearance of "1,000 feet on top" would allow TWA to adjust its altitude to whatever elevation 1,000 feet above the adverse weather conditions might be. Being on top of the weather would mean that visibility should be adequate for VFR "see and be seen" rules.

The LA controller determined that TWA 2 was already "1,000 on top" at its present 19,000 foot altitude. He issued the clearance with a caution, "ATC clears TWA 2, maintain at least 1,000 on top. Advise TWA 2 his traffic is United 718, direct Durango, estimating Needles at 9:57."

The director of the CAA Office of Air Traffic Control later explained to accident investigators that air traffic control had responsibility for separation only for IFR flights. As a result, TWA 2 was denied 21,000 feet. When TWA 2 made the amended request, it was requesting a VFR clearance under which air traffic control

had no responsibility for separation since it was presumed that planes would be able to see each other.

At 9:58 United 718 reported its position to the CAA communications station in Needles. It was then over Needles flying at 21,000 feet, and estimated reaching the Painted Desert line of position just beyond the eastern end of the Grand Canyon at 10:31. All times continue to be reported as Pacific Standard Time although the flights would pass into the Mountain Time Zone at the Arizona border.

At 9:59 TWA 2 reported its position to the company radio station in Las Vegas. It had passed Lake Mohave (on the Arizona border) at 9:55, was 1,000 on top at 21,000 feet, and would be reaching the Painted Desert checkpoint at 10:31.

At 10:13, the Salt Lake controller had the last position reports made by each of the flights. He knew that both planes were at 21,000 feet. He knew that they were on converging courses. He knew that they both estimated arriving at the Painted Desert at exactly the same time. He did not advise either flight of any of this information. That was not his responsibility according to Civil Aeronautics Board's Accident Investigation Report. The planes were flying under visual flight rules, in uncontrolled air space.

It was not unusual for captains to deviate slightly from the most direct route as they approached the Grand Canyon in order to give their passengers a spectacular view of the canyon from above. On June 30, 1956, it seems unlikely that any sightseeing occurred. Considerable high and low clouds with some showers covered the Grand Canyon, particularly to the east. The top of most of the cloud cover was later estimated to be at 15,000 feet, with some of the larger formations rising to 25,000 feet. From their 21,000 foot altitude, their view of the canyon would be obscured unless they happened on a brief break in the cloud cover.

The estimated arrival times of both flights at the Painted Desert line of position shared the same error. It would have taken both flights 3½ minutes more than their estimates to reach that point. Investigators could not explain this delay.

Weather information, which investigators did not conclude explained the delay, indicates that the winds aloft had become more westerly as the flights approached the canyon, and by 11:00 AM scattered thunderstorms were expected to develop along a line from Denver to Phoenix which would include the eastern edge of the canyon. Moderate to severe turbulence was forecast in the thunderstorms, with buildups expected to develop to 30,000 feet, protruding through the lower cloud cover.

At around 10:31 the planes were still over the Grand Canyon just minutes away from the Painted Desert. They had, however, tragically reached the point at which their paths would cross. At this crucial point, for whatever reason, they did not or could not see each other.

"We're going in." At 10:31 AM Pacific Standard Time, communicators in Salt Lake City heard the ominous radio message, "Salt Lake, United 718 ... ah ... we're going in." Though not audible to Salt Lake City communicators, laboratory analysis of the transmission recording detected a speaker in the background excitedly calling what could possibly be "pull up" during the "ah" and pause in the transmission.

The DC-7 was behind and to the right of the Constellation as it overtook the slightly slower craft. The DC-7 approached, moving forward and to the left relative to the Constellation. The initial impact occurred when the tip of its left wing aileron struck the front of the Constellation's center tail fin. In the course of less than half a second, the lower surface of the DC-7's wing smashed into the upper fuselage of the Constellation with destructive force. The DC-7 continued moving left dragging its far left engine across the Constellation's roof as its propeller chewed deeply into the rear cabin. The collision ripped open the fuselage of the Constellation from just forward of its tail to near the main cabin door. The tail section of the Constellation separated almost immediately and plummeted toward the canyon below. With its tail severed, the Constellation pitched down and fell in a steep trajectory to the canyon floor.

Temple Butte rises from the west side of the Colorado River, about a mile downstream from its juncture with the Little Colorado. It is about sixteen miles northeast of the national park's center at Grand Canyon Village. The main section of the Constellation made a fiery, destructive impact with the northeast slope of Temple Butte at an elevation of 3,400 feet. The wreckage came to rest along a southwesterly heading with sections of the fuselage scattered along the slope on the north bank of the Colorado and nose portions lying across the river on its south bank. An intense ground fire followed the impact.

The tail section of the Constellation landed, nearly intact, 550 yards north of the main wreckage.

While the damage to the DC-7 was not as severe, it was nevertheless terminal. Most of its left outer wing had

been torn off during the collision. Although much of the wing remained, damage restricted aileron control. It fell less steeply probably on a turning path toward the canyon below.

Immediately west of the confluence of the Colorado and Little Colorado Rivers, Chuar Butte rises to 4,050 feet from the floor of the Grand Canyon. As the DC-7 descended to 4,040 feet, it struck the sheer south face of Chuar Butte with devastating force. The plane disintegrated on impact. Major components fell into an inaccessible chimney and upon sheer ledges, and burst into flame. Some pieces of the DC-7 wing were later found mixed with the Constellation wreckage.

Neither flight reported passing the Painted Desert line of position, which both planes estimated they would reach at 10:31. CAA and company ground communications made repeated attempts to contact the flights. A radio search was made by several stations along their proposed routes. At 11:51 a missing aircraft alert was issued, and search and rescue procedures were implemented.

Scenic Grand Canyon flight pilot discovered wreckage. That evening two brothers, Palen and Henry Hudgin, who operated the Grand Canyon Airlines which provides scenic flights heard about the missing aircraft. One of the brothers recalled seeing light smoke rising from the canyon earlier in the day. They flew back to the area and during a low pass were able to identify the tail section of the TWA Super Constellation. They found the major portion of the Constellation, but were unable to see any evidence of survivors. The next day they returned to the area where the Super Constellation lay. They discovered wreckage of the United DC-7 1.2 miles northeast of the Constellation. Again, there was no evidence of survivors.

Removal of bodies begins. Initially, a helicopter brought two mountaineers to the pinnacle where they would descend the sheer side of the butte and start the search for bodies. As they located bodies, clues emerged. A piece of cowling from the DC-7 was brought out with a scrap of metal painted red and white like the color of TWA Super Constellation.

Eight Swiss mountaineers also came to help in the recovery operation as a result of an offer from the Chairman of the Board of Swiss Air made to the President of United Air Lines. The team was made up of members of the Swiss Air Rescue Patrol, a 90-member volunteer group founded in 1951 with members from various professions. The eight volunteering for the Grand Canyon recovery ranged in age from 27 to 44, and were headed by a 35 year old air traffic control operator from the Zurich airport. Swiss Air provided free transportation to New York, and United picked up their expenses in this country.

The passenger remains were flown by helicopter to the Grand Canyon Airport for transport to an improvised mortuary at an armory in Flagstaff, AZ.

Who was at fault? As the investigation proceeded, the finger-pointing began. Just 7 days after the crash, the CAB's chief investigator told a House subcommittee that TWA 2 bore the primary responsibility for the collision. Since TWA 2 was on VFR see and be seen rules, he explained, it could vary its altitude as it found appropriate. United 718 was on IFR and was required to maintain the altitude assigned to it. TWA 2 had also been advised of the United 718 traffic, but the reverse was not true.

Almost immediately after the chief investigator had disclosed his conclusion, the Director of the CAB's Bureau of Safety Regulations recanted any assessment of blame on TWA. "Outside of controlled areas," he said, "there are no instructions that are pertinent or binding. Both pilots were on their own."

Before the bodies had even been retrieved from the canyon, Congress got involved. The House Commerce Committee appointed a special subcommittee that would fly to the scene and look into the tragedy. Members of the Senate Commerce subcommittee on aviation expected the accident to end a five year deadlock on air navigation problems.

The president of the 11,000 member Airline Pilots Association placed the blame squarely on the CAB regulations. He pointed to a series of airliner accidents resulting from the faulty airline traffic regulation procedures. He contended that the existence of a dual system of rules (VFR and IFR) was not adequate for the growing volume of air traffic. He pointed to the limited visibility from the cockpit which compounded the problem. While pilots can see horizontally over a sweep of about 180 degrees with partial upward visibility, they cannot see behind them or downward. He said that it would have been possible for the two planes to have been flying closely for many minutes in position in which neither was aware of the other. His solution would be the complete regulation of all flights, but, he noted, the CAA's budget had been steadily reduced in recent years. The statistics supported the Airline Pilots Association position. In 1956, U.S. airlines were involved in four

near-crashes each day, mostly in clear weather. Since 1950 there had been more than 65 mid-air collisions by civilian aircraft. The early consensus pointed toward the traffic control system as the cause of the tragedy. The CAA did not see it that way. It was true, the administration said, that the system had to be improved and enlarged for the forthcoming jet planes. However, it claimed to provide the world's "finest air-traffic control system."

The Airline Pilots Association position was also denounced by the Airline Owners and Pilots Association, saying that the TWA and United pilots had "deliberately chosen not to use" a perfectly adequate system available to them.

When the CAB's Accident Investigation Report was released on April 17, 1957, it came to the remarkably un-explanatory conclusion: "The Board determines that the probable cause of this mid-air collision was that the pilots did not see each other in time to avoid the collision." The Board only speculated as to reasons that the pilots did not see each other. Pointing to no one possibility as more likely than another the report list (1) clouds, (2) aircraft window design, (3) preoccupation with cockpit duties or providing passengers with a view of the canyon, (4) physiologic limitations of human vision, and (5) insufficient air traffic advisory information.

AREA 51

After decades of denying the facility's existence, five former insiders speak out

By a Los Angeles Times Staff Writer

Area 51. It's the most famous military institution in the world that doesn't officially exist. If it did, it would be found about 100 miles outside Las Vegas in Nevada's high desert, tucked between an Air Force base and an abandoned nuclear testing ground. Then again, maybe not- the U.S. government refuses to say. You can't drive anywhere close to it, and until recently, the airspace overhead was restricted-all the way to outer space. Any mention of Area 51 gets redacted from official documents, even those that have been declassified for decades.

It has become the holy grail for conspiracy theorists, with UFOlogists positing that the Pentagon reverse engineers flying saucers and keeps extraterrestrial beings stored in freezers. Urban legend has it that Area 51 is connected by underground tunnels and trains to other secret facilities around the country. In 2001, Katie Couric told *Today Show* audiences that 7 percent of Americans doubt the moon landing happened-that it was staged in the Nevada desert. Millions of *X-Files* fans believe the truth may be "out there," but more likely it's concealed inside Area 51's *Strangelove*-esque hangars-buildings that, though confirmed by Google Earth, the government refuses to acknowledge.

The problem is the myths of Area 51 are hard to dispute if no one can speak on the record about what actually happened there. Well, now, for the first time, someone is ready to talk-in fact, five men are, and their stories rival the most outrageous of rumors. Colonel Hugh "Slip" Slater, 87, was commander of the Area 51 base in the 1960s. Edward Lovick, 90, featured in "What Plane?" in *LA's* March issue, spent three decades radar testing some of the world's most famous aircraft (including the U-2, the A-12 OXCART and the F-117).

Kenneth Collins, 80, a CIA experimental test pilot, was given the Silver Star. Thornton "T.D." Barnes, 72, was an Area 51 special-projects engineer. And Harry Martin, 77, was one of the men in charge of the base's half-million-gallon monthly supply of spy-plane fuels. Here are a few of their best stories-*for* the record:

On May 24, 1963, Collins flew out of Area 51's restricted airspace in a top-secret spy plane code-named OXCART, built by Lockheed Aircraft Corporation. He was flying over Utah when the aircraft pitched, flipped and



headed toward a crash. He ejected into a field of weeds.

Almost 46 years later, in late fall of 2008, sitting in a coffee shop in the San Fernando Valley, Collins remembers that day with the kind of clarity the threat of a national security breach evokes: "Three guys came driving toward me in a pickup. I saw they had the aircraft canopy in the back. They offered to take me to my plane." Until that moment, no civilian without a top-secret security clearance had ever laid eyes on the airplane Collins was flying. "I told them not to go near the aircraft. I said it had a nuclear weapon on-board." The story fit right into the Cold War backdrop of the day, as many atomic tests took place in Nevada. Spooked, the men drove Collins to the local highway patrol. The CIA disguised the accident as involving a generic Air Force plane, the F-105, which is how the event is still listed in official records.

As for the guys who picked him up, they were tracked down and told to sign national security nondisclosures. As part of Collins' own debriefing, the CIA asked the decorated pilot to take truth serum. "They wanted to see if there was anything I'd forgotten about the events leading up to the crash." The Sodium Pentothal experience went without a hitch except for the reaction of his wife, Jane.

"Late Sunday, three CIA agents brought me home. One drove my car; the other two carried me inside and laid me down on the couch. I was loopy from the drugs. They handed Jane the car keys and left without saying a word." The only conclusion she could draw was that her husband had gone out and gotten drunk. "Boy, was she mad," says Collins with a chuckle.

At the time of Collins' accident, CIA pilots had been flying spy planes in and out of Area 51 for eight years, with the express mission of providing the intelligence to prevent nuclear war. Aerial reconnaissance was a major part of the CIA's preemptive efforts, while the rest of America built bomb shelters and hoped for the best.

"It wasn't always called Area 51," says Lovick, the physicist who developed stealth technology. His boss, legendary aircraft designer Clarence L. "Kelly" Johnson, called the place Paradise Ranch to entice men to leave their families and "rough it" out in the Nevada desert in the name of science and the fight against the evil empire. "Test pilot Tony LeVier found the place by flying over it," says Lovick. "It was a lake bed called Groom Lake, selected for testing because it was flat and far from anything. It was kept secret because the CIA tested U-2s there."

When Frances Gary Powers was shot down over Sverdlovsk, Russia, in 1960, the U-2 program lost its cover. But the CIA already had Lovick and some 200 scientists, engineers and pilots working at Area 51 on the A-12 OXCART, which would outfox Soviet radar using height, stealth and speed.

Col. Slater was in the outfit of six pilots who flew OXCART missions during the Vietnam War. Over a Cuban meat and cheese sandwich at the *Bahama Breeze* restaurant off the Las Vegas Strip, he says, "I was recruited for the Area after working with the CIA's classified Black Cat Squadron, which flew U-2 missions over denied territory in Mainland China. After that, I was told, "You should come out to Nevada and work on something interesting we're doing out there."

Even though Slater considers himself a fighter pilot at heart, he flew 84 missions in World War II, the opportunity to work at Area 51 was impossible to pass up. "When I learned about this Mach-3 aircraft called OXCART, it was completely intriguing to me this idea of flying three times the speed of sound! No one knew a thing about the program. I asked my wife, Barbara, if she wanted to move to Las Vegas, and she said yes. And I said, "you won't see me but on the weekends," and she said, "That's fine!" At this recollection, Slater laughs heartily. Barbara, dining with us, laughs as well. The two, married for 63 years, are rarely apart today.

"We couldn't have told you any of this a year ago," Slater says. "Now we can't tell it to you fast enough." That is because in 2007, the CIA began declassifying the 50-year-old OXCART program. Today, there's a scramble for eyewitnesses to fill in the information gaps. Only a few of the original players are left. Two more of them joined me and the Slaters for lunch: Barnes, formerly an Area 51 special-projects engineer, with his wife, Doris; and Martin, one of those overseeing the OXCART's specially mixed jet fuel (regular fuel explodes at extreme height, temperature and speed), with his wife, Mary. Because the men were sworn to secrecy for so

many decades, their wives still get a kick out of hearing the secret tales.

Barnes was married at 17 (Doris was 16). To support his wife, he became an electronics wizard, buying broken television sets, fixing them up and reselling them for five times the original price. He went from living in bitter poverty on a Texas Panhandle ranch with no electricity to buying his new bride a dream home before he was old enough to vote. As a soldier in the Korean War, Barnes demonstrated an uncanny aptitude for radar and Nike missile systems, which made him a prime target for recruitment by the CIA, which indeed happened when he was 22. By 30, he was handling nuclear secrets.

"The agency located each guy at the top of a certain field and put us together for the programs at Area 51," says Barnes. As a security precaution, he couldn't reveal his birth name, he went by the moniker Thunder. Co-workers traveled in separate cars, helicopters and airplanes. Barnes and his group kept to themselves, even in the mess hall. "Our special-projects group was the most classified team since the Manhattan Project," he says.

Harry Martin's specialty was fuel. Handpicked by the CIA from the Air Force, he underwent rigorous psychological and physical tests to see if he was up for the job. When he passed, the CIA moved his family to Nevada. Because OXCART had to refuel frequently, the CIA kept supplies at secret facilities around the globe. Martin often traveled to these bases for quality-control checks. He tells of preparing for a top-secret mission from Area 51 to Thule, Greenland. "My wife took one look at me in these arctic boots and this big hooded coat, and she knew not to ask where I was going."

So, what of those urban legends, the UFOs studied in secret, the underground tunnels connecting clandestine facilities? For decades, the men at Area 51 thought they'd take their secrets to the grave. At the height of the Cold War, they cultivated anonymity while pursuing some of the country's most covert projects. Conspiracy theories were left to popular imagination. But in talking with Collins, Lovick, Slater, Barnes and Martin, it is clear that much of the folklore was spun from threads of fact.

As for the myths of reverse engineering of flying saucers, Barnes offers some insight: "We did reverse engineer a lot of foreign technology, including the Soviet MiG fighter jet out at the Area"-even though the MiG wasn't shaped like a flying saucer. As for the underground-tunnel talk, that, too, was born of truth. Barnes worked on a nuclear-rocket program called Project NERVA, inside underground chambers at Jackass Flats, in Area 51's backyard. "Three test-cell facilities were connected by railroad, but everything else was underground," he says.

And the quintessential Area 51 conspiracy, that the Pentagon keeps captured alien spacecraft there, which they fly around in restricted airspace? It turns out that that one's pretty easy to debunk. The shape of OXCART was unprecedented, with its wide, disk-like fuselage designed to carry vast quantities of fuel. Commercial pilots cruising over Nevada at dusk would look up and see the bottom of OXCART whiz by at 2,000-plus mph. The aircraft's titanium body, moving as fast as a bullet, would reflect the sun's rays in a way that could make anyone think, *UFO*.

In all, 2,850 OXCART test flights were flown out of Area 51 while Slater was in charge. "That's a lot of UFO sightings!" Slater adds. Commercial pilots would report them to the FAA, and "when they'd land in California, they'd be met by FBI agents who'd make them sign nondisclosure forms." But not everyone kept quiet, hence the birth of Area 51's UFO lore. The sightings incited uproar in Nevada and the surrounding areas and forced the Air Force to open Project BLUE BOOK to log each claim.

Since only a few Air Force officials were cleared for OXCART (even though it was a joint CIA/USAF project), many UFO sightings raised internal military alarms. Some generals believed the Russians might be sending stealth craft over American skies to incite paranoia and create widespread panic of alien invasion. Today, BLUE BOOK findings are housed in 37 cubic feet of case files at the National Archives, 74,000 pages of reports. A keyword search brings up no mention of the top-secret OXCART or Area 51.

Project BLUE BOOK was shut down in 1969, more than a year after OXCART was retired. But what continues at America's most clandestine military facility could take another 40 years to disclose.

LETTERS

JOHN W BARLOW—Carson City, NV

Just turned 88-where has the time gone? Norma passed August 14, 2008 after 67 years of marriage. I'm lost. *John*

CHARLES BLOOM—Missoula, MT

Cleve & Bruce, I have to start with the usual thanks for all the effort you and everyone else on your high paid staff put out to get this done every month.

Living in this rather remote spot, Missoula, MT, it is hard to keep up with what is happening in the company and industry as well as the people I used to fly with. From what is happening in the industry, and UAL in particular, that may be an advantage. I do look forward to receiving this every month and hearing about what everyone is doing.

As for me, it has been another really nice year. Peggy and I took a couple of trips, (I highly recommend *Grand Circle Tours* and *Overseas Adventure Travel*). I still am able to pass the FAA physical so have been enjoying flying around the Northwest in my little Kitfox. Rode my BMW 1100RT motorcycle to the national rally in Gillette, WY. Went to Oshkosh for the airshow. A hint, if you are going to Oshkosh, volunteer for something. It is truly fun and you get to meet a whole bunch of really nice and interesting people. I volunteer as "ramp rat" in the Vintage Aircraft section and it makes for a great week of airplanes, pilots, parties, and camaraderie.

Hello to everyone and every month the back page of this publication reminds me to enjoy life now. *Chuck*

JAMES H. BRUS—Roy, WA

Jim & I are back in Roy, WA. We had our normal fun and excitement in Yuma, AZ, camping out, sleeping in our Jeep in the desert, eating grilled steaks with all the trimmings, and then pancakes, bacon, and eggs for breakfast. Normally about 6 - 10 rigs. Looking at the wonders of nature, AZ curl sheep, fascinating formations of the Mountains, which are more like hills, but gives a person a challenge. Then on our off days going to the Imperial Sand Dunes in our mid engine sand rail. We're too old or too smart to do wheelies, so it

works out well but enough speed to feel like a takeoff in a B-727. I guess you figured out that we don't play golf.

This year we're home for the graduations of 2 grandsons. Need to watch soccer and tennis now that football is over with. Now on to the garden, huge, and maybe some boating in the Canadian San Juans, then off to Montana. Yes, we're busy.

Will send you a check before Jim's birthday. Thank you. Enjoy our *RUPANEWS*.

Jim & Rosalee

DAVID T. CLARK—San Jose, CA

You didn't get me this year, I have an old mans checklist now called a calendar that reminds me to get my RUPA check in on time.

My opinion of UAL has not changed since I wore out my phone completely out during the '85 strike. Being the SJC coordinator at that time, hours were spent each day calling out the latest message to both pilots and flight attendants.

Enclosed find my yearly dues plus a little more for those that may need some help.

Keep up the great work. *David*

W. (TED) COLLINS—Sebring, FL

Money went to RUPA. Thanks to all you guys for the hours and hard work.

It's been a pretty good health year. Our 60th anniversary is in July. We'll be on a cruise getting fat and enjoying the time with all the family. The WHOLE family - 20 of us. The grandkids will be teaching Mary and me how to work an I Pod or some other electronic marvel. *Ted*

JACK DAVIS—Greenwood Village, CO

Hello to all my UAL friends. Number 79 and counting. Ang and I are still in good shape but slowing down a little.

I want to thank all the RUPA staff for your continued work. I hope to thank many of you in person at the convention in September. Looking forward to seeing some of the faces we haven't seen for a while.

Wishing every one good health in trying times!
Jack & Angie (Month late -misplaced it- SORRY! Ed)

DENISE DELEEuw—Palos Verdes Estates, CA

I am Denise, widow of Carl DeLeeuw, LAX. Thanks for all the work going into the *RUPANEWS*. I enjoy reading it, even though I am recognizing fewer names and so many of the friends here on "pilots hill, Palos Verdes Peninsula" have moved on....one way or another. My only black cloud is still losing the companion passes when Carl died.....they could have let the immediate family get them! So I vicariously follow the other stories of trips....as that was our greatest benefit since 1945....the travel all over the world.

Denise

RON DENK—Summit, NJ

Cleve & Bruce: Birthdays seem to be coming closer together. This past year Betty and I were blessed with our second grandson when our daughter Kathleen and her husband Jake brought Sean into this world. Both of our daughters have presented us with grandsons in the less than a year. Jake is a naval aviator attending the Air Force Institute in Dayton pursuing his masters in Aeronautical Engineering. Upon graduation in Sept. he expects to be assigned to a carrier in Norfolk.

Last summer Jake & I got to attend the Dayton Air Show where he had complimentary tickets to the air conditioned Air Force Association chalet. I've never enjoyed an air show in such comfort. The hit of the show was the F-22 Raptor. What a performer. I'm looking forward to this year's show in July, air conditioned or not. Betty and I have covered about every aspect of the Air Force Museum, including the behind-the-scenes tour of the restoration hangars and an Open Cockpit Evening sponsored by the Great Lakes Chapter of the Test Pilot Association.

I'm winding down my term as president of the Cranford-Millburn Camera Club (www.cmcameraclub.org). It's a real pleasure being associated with such a talented, enthusiastic group of amateur photographers.

Thank God we've enjoyed reasonable health. My thanks to all who work so hard getting *RUPANEWS* out and to all who send in such interesting letters. We read them all. Check is in snail mail. Cheers,
Ron

DAVID (SKIP) FAIRMAN—Nazareth, PA

Retired in 1988 and haven't piloted a single aircraft since I planted my feet on the good earth of Pennsylvania.

Last year was one I shall try and forget. A botched colonoscopy on April 24, 2008 just about finished me off. Four major surgeries and a year later I am about 80% back to normal. Still have abdominal pain from the devices used to hold a sheet of Gortex in place to protect my abdominal cavity. Bending over is taking a chance that one of those "carpet tacks" will stick into a nerve.

Life at the farm is very busy. I'm now into bee keeping or "having" since the learning curve for bees just keeps on curving.

Cutting cherry limbs that have about 3 lbs. of bees clinging to each other and moving them to a new hive proves to be very interesting. Maybe next year there will be honey to share.

We're still into wine making with 110 gallons waiting to be bottled, garlic jelly making with plans for 100 cases this year, and our usual 5 acres of vegetables for our Farm stand and leftovers for the freezer.

Billie and I are on a mission to see how self-sufficient we can become. What with the stock market loss and PBGC pension the financial future doesn't look as promising as it did in the past. It just proves that real estate as plan "B retirement fund" makes good financial sense.

If any of you are in the area, drop by to share in the bounty. Billie runs a great B & B.

Thanks for RUPA and to all of you who kept in touch last year. Those phone call and visits made a bad time bearable. Regards, *Skip*

JOHN GRANT—San Juan Capistrano

Oh my gosh, May has arrived again at the "Mach-1" pace. It seems that a year now passes as fast as a month used to. The good old days used to just squeak along at a very nice slow pace. So now I will be only 77. But that does not seem to be in real life. But I really do miss the good old days when

we had a very pleasant crew to go to wonderful places with great working conditions, and good pay for a world's best airline.

But it seems that the world has changed a lot, for the negative, and it is becoming very depressing to read the newspapers and see all of the local businesses closing their shops and small factories doing the same. Our good old days were really that, and I do wish that I could find the rewind button and go back to the new hire days and just enjoy them all over again. Great pilots to work with, beautiful and very smart and talented Stewardesses, great maintenance on the airplanes, and very pleasant schools. It is my sincere hope that soon the government will wake up and see what it has done to the people of the USA, and then correct the bad stuff that they caused. Then maybe we can get all the young people back to their jobs and prosperity will be shining on us again. I do have the privilege of getting together with my fellow pilots once each month at the Dana Point harbor on the coast of California, and having a nice chat and view the multi million dollar yachts that are parked all along the sides.

As for the career, it was a childhood dream that I never did really anticipate that I could ever accomplish. But then it all popped up and I was able to get on the merry go round with all the rest of my wonderful and talented fellow pilots. I do appreciate the monthly newsletter and also the great personal letters from my ex Captains and fellow pilots.

Enclosed is my check for this year, and have a nice summer. *John* DCA-YIP-EWR-BUF-IDL-PIT-JFK-SFO-LAX

STAN GREEN—Bend, OR

Another year passed (18) and am still upright in Bend. Golf handicap seems to increase every year, but still work at it. Our annual meeting of the Deschutes Club takes place this coming weekend—sure hope the Salmon Flies are emerging.

We enjoyed our usual Elderhostel winter trip, this time to Indian country. Weather was generally good, but did have some snow enroute to Chaco Canyon.

Thanks to the folders and stuffers, I enjoy the *RUPANEWS*. *Stan*

BOB HARRELL—Escondido, CA

Dear RUPA guys and gals all, Another year and it has been a good one health wise and socially. Lots of activity. Four Masonic organizations, the YMCA, bowling league, serving on the Board of Directors at the senior park where I live, and a few great friends to share life with.

I've been retired for a long time now, and in order to look for familiar names, I read the obits first. Sad, but true. I'm also sorry to see the 737 go. It was one of quite a few great airplanes I was privileged to fly. I flew the 737 inaugural flight from EWR in April of 1968. Since then I was pleased to see the numbered series continue and they were a very common airplane used by many lines in the states and around the world.

I have a great family and although I'm a widower, there are two remaining sons, six grandchildren and two great grandchildren.

The monthly gathering of UAL retirees for lunch in San Marcos is yet another high point in my life.

Thanks to the *RUPANEWS* workers for their labors and howdy to former compatriots. *Bob*

DAVE HENRY—Ponoco Pines, PA

Hi Cleve, Don't know what we do without you to fill in where needed, thanks for being such a good sport.

Nothing much has happened in the Henry household in the past year we are still spending our winters in Florida and the rest of the year here in the Pocono Mountains of Pennsylvania, where we are close to three of our children, am getting to the age now where I appreciate some help once in a while.

Had a nice visit with old friend Bill Clerico this past March, met him and his wife for lunch in Sarasota and had a good time hashing over old times. Living in Pennsylvania I don't get to see many of the guys I worked with any more, even though there aren't many left that I would know anyway. *RUPANEWS* helps.

My health continues to be good and I still enjoy a round of golf on a regular basis, even though I admit to playing from the forward tees now, makes

me competitive with those younger guys. They kid me about always being right down the middle, but I think that's where you want to hit it isn't it.

My thanks to all the people who make the *RUPANEWS* possible, without you the old United would be long gone.

I would like to say Hi to all my old friends, and let you know you are not forgotten.

All the Best, *Dave* EWR, CLE, ORD, JFK [55-88]

(Thanks for the note of appreciation, Dave. I want to remind everyone that Bruce McLeod is sharing the load with me and doing a great job!!)

LESLIE HOLST—Aspen, CO

Dear Friends, Here is my check, better cash it before I decide food is more important.

Been an interesting year or so. Bought a book (1000 things to see before you die); Then a Star Clipper trip from Thailand to Greece seemed like a good way to pick up 8 or 9 things, so off we went. Had to skip Sri Lanka, the rebels were creating havoc so we missed the elephant orphanage, but India loomed ahead, off we all went. A day out, I went blind in my left eye, so once on shore took a taxi to a small black building labeled eye clinic. There I was informed that my retina had gone south and an immediate operation was needed. With basically no other options I agreed, and the next thing I knew I was in an operating room with 5 bare footed care takers, two needles in my eye, and what seemed like a Gatling gun working my eye over. \$760 dollars later I was back on board with instructions to lie on my stomach 8 hours a day for two weeks. As that was the time required to cross the Indian Ocean, things worked out very well. There were a few days with 45 knot winds where I just went on deck to do my healing. I can't describe the glorious feeling of lying under 36,000 square feet of sail, 45 knot winds, and a patch over one eye. Felt like a pirate, which leads to the next part of the trip. Off Somalia, as we turned north towards the Suez Canal, those two small speed boats you have heard about were suddenly converging on us. We had the fire hoses going full strength as they closed in. At this time a group of passengers (Australians) went to the captain with a request. If

they want a Hostage, please don't give them the Pastry Chef. You can tell it was a great trip. Luckily, at the last minute, a very old German Frigate approached after hearing our SOS and the pirates reluctantly left. Two months later, with a perfect eye, we waved goodbye to turkey and France, back to Aspen to recover.

However, bitten anew with the travel bug, we just returned from Mexico and the Monarch Butterflies. Another magic experience. Love reading your letters, we are all getting a little too close to the great mystery of life together, but hang in there, have fun and see you next year.

Love happiness, *Les & Ellen Hois*



"BUMP, BUMP, BUMP THE WHOLE DAMNED TRIP!"

WILLIAM HOYGAARD—Aurora, CO

As I approach 16 years of retirement, life is going quite well. At 84, I'm still able to enjoy hiking, camping, etc, so no complaints or restrictions. Health issues seem fairly minor. The sun-damaged skin on my head and scalp, hearing loss and a diagnosis of macular degeneration (which luckily has remained quite stable for 16 years) are issues faced by many of us.

Most of our travel this year has involved driving trips. We are planning our annual car trip to Idaho that will include visiting several national parks. The camper will hopefully receive a significant workout this summer too. Colorado and Wyoming have lots of places to travel.

It seems strange to realize that all of the airplanes I flew during my 46 years with UAL are now retired from the fleet. A majority of the crews that I trained on the B727 are also either retired or thinking about it! But, the memories live on!

Thanks to all those volunteers who work to publish the *RUPANEWS*. I enjoy reading it and looking for familiar names in sections other than obits.

W A Hoygaard

SID HUFF—Lake Tahoe, CA

Wow, 90 years old on Feb 10. My whole family, 16 in all, had a birthday party for me. (Cake didn't even catch on fire.)

When I retired 30 years ago, I took my money out and bought an annuity with Prudential Co, now part of AIG, should I be worried?

2008 was a problem, medically. In July, I had a TIA (mini stroke) which indicated a carotid artery 90% closed. A vascular surgeon operated, all went well. Reva had spinal surgery - we are both doing recovering.

Kid report-Vicki is a nursing supervisor at a local hospital; Butch lives in Santa Cruz and is a contractor, Jamie lives close by and runs a coffee house. Job situation is tough up here; thank goodness all our kids are working.

Last April we sold our RV, so now after 30 years of RVing, we spent our last winter here at the Tahoe house.

Thanks for everyone involved in putting out the *RUPANEWS*-we look forward to all the news.

Take care, *Sid & Reva* (Month late -misplaced it- SORRY! Ed)

MILT JINES—Carmel, CA

Milt's Marvelous Month of May ... another one is here and I'm grateful (thanks Mom). Speaking of grateful, cheers to Cleve and Bruce for rescuing *RUPANEWS* back to the positive side and away from the whining whinnies who actually think the rest of us want to hear their constant bellyaching. My annual check (plus a round of donuts for the Folders-and-Stuffers) is in the mail to Leon, Sovereign King of Vineburg. *Milt* (Month late -

misplaced it- SORRY! Ed)

ED JUDD—San Clemente, CA

Greetings to all you nice people who make the *RUPANEWS* possible, it is one of the highlights of our inbound mail. Lorraine and I look forward to it, she likes the jokes and I look for news of old friends, sadly I recognize fewer names as time goes by. The May edition is the least of my favorites, because of course, the next month is my birth month. I am going to be eighty two! it can't be, I feel as if I am in my late forties or early fifties. I told Lorraine about my problem, and she said don't look for the gun, remember, you were evaluated in a psychological age range of 40-49 when you were 59 yrs old, I said thank you very much!, and that I was feeling better already, she then suggested that maybe I should write a few lines in the newsletter about that program, I thought it was a good idea.

In 1986, a year before my retirement, I was asked if I would join a group of fifty or so airline pilots in a program whose purpose was, as a group, to seek an exemption from the FAA's age 60 limitation. The data would be evaluated by a law firm in Chicago and eventually sent to the FAA for their evaluation. This was a voluntary program and all of the law firm fees were paid by the pilots involved. The total cost was pretty high, I don't recall, I do know my part alone would have bought a lot of bibles. The data when evaluated was suppose to show that people do not age at the same rate psychologically. I had two days of testing at UCLA and a full day of physical testing at a FAA surgeon's office, a doctor Goldstein I believe. I received a copy of the UCLA report which I still have, and I think every year about this - this time I am going to reread it. After all these years, it was time and money well spent and besides I feel better just writing this.

Best Regards to all my old shipmates out there. *Ed*

MIKE KAUFMANN—Santa Cruz, CA

Eleven years ago, the last landing at SFO. Light showers, landing South, and we all walked away from it! What a great way to end it. Forty six years since the first landing in a Connie at NAS Moffett.

I just went to Dulles to see the newest addition to

the Udvar-Hazy Museum. An ANG Super Connie C121F, in a beautiful paint job like the ones we flew for MATS. Though, marked for the West Virginia ANG at the bequest of Senator Byrd of West Virginia. Also there is the Enola Gay in all her shiny glory, not like the 1995 display, chopped into pieces with apologies for ending the most horrible war in modern history! Enough for politics!

20 years flying the new-fangled jets for Pan Am and a very generous 12 years flying for United! Lady Luck had a lot to do with my flying career! Thank you, UAL!

Check in the mail to Vineburg! Thank you, RUPA!!

ROBERT E. LANGEVIN—Saugatuck, MI

Like most everyone says (at one time or another) when they write these personal and family updates for our magazine, it doesn't seem possible that I've been retired for a little over 6 years now - or - I'm so darn busy, I don't know how I had enough time to work. Those 2 statements are certainly true in our case.

Between traveling (3 trips out of the country this year, including Israel and Jordan); golf every week; poker every other week (with Jimmy Carter and Jerry Bradley); QB Meetings; RUPA Luncheons; Condo (in MI) Presidency for 2 years now: Boats (1 here in FL and the 2nd in MI); Summers in waterfront Condo in MI; MIA Dolphin and FSU (football) Season Tickets; 2 grown kids and 4 grandkids in the MCO area.....Kim and I don't have time to slowdown. Not much extra time to get into trouble and THAT is probably a GOOD thing.

All is very well.... we're all healthy and full of life and happy to see our Retirement Funds starting to climb once again. In a few weeks we'll be heading up to Saugatuck, MI for the Summer Season and then in early September we'll be back in So. FL for our 9 months down here (in the Treasure Coast) and the FSU (Seminoles) and Miami Dolphin football seasons. By that time, Jim Dowd, John Pinter and a host of other UAL'ers should be back in the Stuart area so that we can resume our monthly RUPA Luncheons of the Treasure Coast

Sunbirds in November (or possibly October). Oh yeah, I got maneuvered by Jim Dowd into being the Scribe for THAT group as well. Oh well, it beats being in a Management position

Take care everyone, and will look forward to sending in my update next year. BTW, the check is in the mail and maybe next year I'll get this info to the Magazine on time. Until then, BE WELL. **Bob**

ROD K. LION—Maple Valley, WA

Hi All. Well, it has been ten years now since my retirement flight and I still think about it. I am very grateful that I had the opportunity to fly back in the good old days when it was fun and we looked forward to joining friends and flying around the country and world, calling it work.

It has been forty-eight years since I started with UAL as a weather clerk and what a ride it was. This year is number 70 for me and I am in good health, enjoying golf, fishing, and many great friends.

I look forward to my *RUPANEWS* each month and really enjoy getting it on my computer. My thanks to all who put it together.

Checks in the mail, thanks again. **Rod**

rodlion@mac.com

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If so — Please send an email to Leon and tell him YES or NO for the Post Office delivered paper copy of the RUPANEWS magazine—NOW, please:
rupa.sectr@yahoo.com

HAL & JANET MEYER—Centennial, CO

The eighty-fourth birthday has just come and gone and we are enjoying the fruits of our labors, or at least I am. Janet is still subbing in the school system and has picked up a lot of hours. They have a pretty good system where they call the night before with a list of available jobs and she can pick and choose. I endeavor to check out the coffee shops, ride the bike fairly often and make sure the airplane tires are properly pumped up. Our world traveling has lost some of its allure and the flying

in the Western States with like minded people does just fine. Best to all, *Hal & Janet*

DICK MONROE—Woodinville, WA

I attended the Annual Council 27 Dinner on 4/25/09 at the *Woodhouse Family Cellars* Woodinville, WA. There was a small turn out, approximately 32 attended. Everyone was in a good mood standing around and visiting. We had a few tables and chairs, a buffet snack line, and 2 free pours. There was plenty of room to move around and visit. It was very nicely done, with an enjoyable atmosphere. All told, it was a very nice evening. I was the ONLY retiree present, and was warmly welcomed. No "retirement" party, because with the age 65 rule; no one has retired! In spite of an invitation to retired RUPA Pilots, I was the ONLY geezer there. No other Retirees! I spoke with a lot of the group and saw no animosity towards me or the retired group. I had a very enjoyable time last night with the "kids". ((=, That being the case, I see no reason why everyone does not socialize a little more. Certainly, if RUPA wants to generate more membership, they will have to become more involved with this group of working pilots! That's just my opinion.

SEA is basically a non-entity. Pilots and F/A's have moved to the old Medical Building. Medical is gone, no Chief Pilot, skeleton staff, 737's gone and lousy trips. More people commuting to SFO.

Check's in the mail. *Dick*

BILL NORTHUP—Palm City, FL

EWR, JFK, LGA, MIA, CLE, ORD, JFK, '65-' 91. Greetings All, Not much new. Still at Palm City, FL then the 1000 Islands NY in summer.

Lots of family stuff going on- college and high school graduations, weddings, etc keeps Jane and me busy. Duke Univ. and AF Academy just for starters. Son Bill still in GA ANG Army Blackhawks & military leave from Air Tran (New ALPA!!) Painting vintage race cars and boats when the spirit moves me -which is not often. Check 6, *Bill*

JOHN PINTER—Vermilion, Ohio

Can you believe it has been 10 years since I retired? Sure doesn't seem like it. Although I've had a few prangs of envy when I've seen planes fly by I haven't missed flying at all. I had the opportunity to attend a simulation and training convention in Orlando and flew several sims. One of course was a 747 that I still managed to land ok and another was an approach in the space shuttle. I even managed to land it but I'm glad the TV cameras weren't there because I don't think it was very pretty. I ended up buying a computer program called X-Plane that is awesome and I plan to construct a sim box with several monitor "windows."

Like I said last year, I'm staying busy doing what??? For example; I decided to water my garden. As I turn on the hose in the driveway I look over at my car and decide it needs washing. As I start toward the garage I notice mail on the porch table that I brought up from the mailbox earlier so I decide to go through the mail before I wash the car. I lay my car keys on the table, put the junk mail in the garbage can under the table and notice that the can is full. So, I decide to put the bills back on the table and take out the garbage first. But then I think, since I'm going to be near the mailbox when I take out the garbage anyway, I may as well pay the bills first. I take my checkbook off the table and see that there is only one check left. My extra checks are in my desk in the study, so I go inside the house to my desk where I find a can of Pepsi I'd been drinking. The Pepsi is getting warm so I decide to put it in the refrigerator to keep it cold. As I head toward the kitchen with the Pepsi, a vase of flowers on the counter catches my eye... they need water. I put the Pepsi on the counter and discover my reading glasses that I've been searching for all morning. I decide I better put them back on my desk, but first I'm going to water the flowers. I set the glasses back down on the counter, fill a container with water and suddenly spot the TV remote. Someone left it on the kitchen table. I realize that tonight when we go to watch TV, I'll be looking for the remote but I won't remember that it's on the kitchen table, so I decide to put it back in the den where it belongs, but first I'll water the flowers. I pour some water in the flowers, but quite a bit of it

spills on the floor. So I set the remote back on the table, get some towels and wipe up the spill. Then I head down the hall trying to remember what I was trying to do. At the end of the day: the car isn't washed, the bills aren't paid, there is a warm can of Pepsi sitting on the counter, the flowers don't have enough water, there is still only one check in my checkbook, I can't find the remote, I can't find my glasses, and I don't remember what I did with the car keys. Then when I try to figure out why nothing got done today I'm really baffled because I know I was busy all Damn day and I'm really tired. Oh well, there's always tomorrow.

Actually we had a GREAT year. We visited friends at the "Jersey Shore", spent some time in our home town in Michigan, and went on a 5 day cruise out of Ft. Lauderdale. We also visited Drew and Ann Steidenger, Rick and Ronnie Ogden and Tom & Sandy Race in Pinehurst, NC for some golf and fellowship. It's always a good time when Cleveland Crazy's get together.

As usual we played lots of golf this year. In fact we played at Oakmont CC in Pittsburg that is rated 5 out of the top 100 by Golf Digest. We also played the Champion course at PGA National a week before the Honda Classic was played on it. WOW, talk about beautiful courses; those pros are really spoiled!

Well, I'm running out of room so that's it for this year. I'll put this in the mail, but first I think I'll clean my desk..... Oh yes, Cleve & Bruce, great editorial in the April '09 *RUPANEWS*. *John*

GEORGE PRESS—Newnan, GA

Cleve and Bruce, my wife Glad and I are headed up to Newfoundland again on June 1st and since my birthday is in July I want to get this little note off to you. This year we plan to drive up, leave the car, and fly back at the end of September. On the way up we plan to spend some time in Washington DC and a little farther on we plan to spend a few days on Prince Edward Island.

We don't have anything new to report. We are both in good health and the only drug we take is Boniva for Glads osteoporosis.

Our three grandsons 2, 4, and 7 are growing like weeds and are sometimes a lot of work, when our daughter is off flying, but they are worth every minute of it.

Thanks to Cleve and Bruce and all the other staff that keep the publication going. *George*

ORD-CLE-ORD-SFO 64-99

MILLIE STEWART—Greenwood Village, CO

Dear RUPA, Thank you for allowing me to receive the magazine! I am now 91 years old and flew the 247's and DC 3's (sleepers). (Stewardess)
Sincerely, *Millie* (Mrs Ralph O. Stewart) (*Month late -misplaced it- SORRY! Ed*)

BERNIE STOECKER—Longmont, CO

Fifteen years since I have flown as a crew member at United. Thought I would update my goings and comings to let everyone know I am still around.

I have sold my last airplane (RV-4) and haven't flown in command for nearly 5 years. I have been considering the possibility of the Light Sport flying. Still have the hangar rental business and it has been a wonderful supplement to retirement funds or lack there of. Still trying to hit the little white ball but seem to get worse rather better but thank God I am still healthy enough to be on the course.

Still married to my first and only wife. Leona is much busier than I am. Rotary, Assistant Governor, Membership Director for the Longmont Area Economic Council, and now involved as a founding director of a new bank. She keeps me young.

Thanks to all who keep the *RUPANEWS* coming.
Bernie

JIM WISE—Hamburg, NY

Dear Editors, As of June 25th, I will have been on this terrestrial ball for 88 years. Modern medicine has been my saving grace. Cancerous prostate removal 1990; quintuple bypass 1999; along with other assorted goodies. Feeling grand! Nuff said.
It is almost strawberry season in Western New

York. There is a farm stand near us which opens with the first berry and closes with the last ruby fruit. We "live" on strawberries during the short season. The Eden Valley farming area of New York is close by. There are fields of corn, broccoli, brussel sprouts, string beans, etc. on both sides of the highway we traverse most every day; a lovely scene.

Managed again to get tickets for all the plays at George Bernard Shaw Festival held annually in Niagara on the Lake, Ontario. We are donors and get early seating plus they give a senior discount. We are able to get great seats at great prices. We cross into Canada via the Peace Bridge and drive along the Niagara River taking us past the Falls. Winston Churchill describes this path as the prettiest drive imaginable.

Also have season tickets for the Buffalo Philharmonic...their so-called "Coffee Concerts" are held on Fridays from 10 AM 'till noon. They provide a nice Continental breakfast with plenty of good coffee. Add to that the glorious sounds of the orchestra and you are experiencing the best. Oh, mustn't forget the Buffalo Bisons, our triple AAA baseball team...perfect summertime entertainment.

Buy my gas at the nearby Cattaraugus Indian Reservation. Save from 30 to 40 cents per gallon as the Indians don't pay state sales taxes. The State, at various times, has attempted to collect. The Indian Nation retaliated by setting bonfires on the NY State Thruway. The powers that be are taking a breather just now.

Recently returned from a visit with son Jeff and his wife Susan in their new home on the outskirts of Durango, Colorado. There both custom jewelers; fancy old adornments like necklaces, bracelets, rings, etc. What a showplace they have built with lots of sweat equity. Once everything is on line, they will be a completely "green" household with an adjoining studio. Lots of windows and fabulous mountain views. Used Mileage Plus plus cash in part to get tickets on good, old UAL. Missed connections both ways due to crappy weather in the Chicago area. Two attempts to land in O'Hare were the roughest I've ever experienced. Ended up in Gary, Indiana and were bussed back to O'Hare after a night on the tarmac.

Go to jazz concerts during the winter months held in the Albright Knox Art Gallery auditorium; internationally known musicians and top notch. During the summer, The Buffalo News sponsors Sunday afternoon outdoor jazz concerts...great people watching.

All in all, life has treated this senior citizen pretty well. I lost my wonderful 93 year old sister Harriet Dowdall in April, 2008. She was living with her daughter's family in Chelan, Washington bordering a small airport. A lovely memorial service was held in her honor in Oneonta, NY with her ashes interred next to her husband Bill in Burlington Flats, NY.

Carol and I will celebrate 37 years of wedded bliss in July. Life is good.

Sincerely, *Jim Wise*...retired June 1981

LYN WORDELL—Pompano Beach, FL

Enclosed is my check for another year of the *RUPANEWS* and membership, etc. My Quicken computer program has flagged my annual RUPA payment now and also reminded me that I will be 69 this week. It has been nine years since my last United Airlines flight as Captain. I am glad I am retired.

My wife Martha, and I, are in good health. Our mortgages have been paid off, no credit card balances, and we are thankful for what we have. We enjoy our six grand children and the family gatherings. So far the national financial situation has not been too bad on my family and I am thankful for that.

We join other pilot retiree's in Florida for the winter and return to Medford, NJ from May to October. I attend the Gold Coast RUPA Luncheon in Pompano Beach in FL and the JFK Luncheon in June in NJ and a number of JFK retiree's are at both affairs.

I want to thank you and the other RUPA officers for your work. I want you to know your efforts and service to RUPA are appreciated.

Lyn, Captain JFK Retired

IN MEMORIAM

IVORY BRUMMET

Ivory Brummet took his final flight on May 6, 2009. He was born in Gandy, Nebraska on April 13, 1922, and grew up in Laramie, WY where he graduated High School before moving with his parents to Everett, WA where he attended Everett Community College.



He started his flying career through the US. Army Aviation Cadet Program in October of 1943 doing his Primary training at Ballinger Field, Texas in the Fairchild PT-19A. He then transferred to Goodfellow Field, Texas for training in the Consolidated Vultee BT-13A (the Vultee Vibrator). Next, Ivory was sent to Pampa, Texas for multi-engine training in the Cessna UC-78 Bobcat (the Bamboo Bomber) and the Beechcraft AT-11 Kansan. Subsequent to his multiengine training he was awarded his wings and commission and assigned to Laughlin Field in Del Rio, Texas where he learned to fly the Martin B-26 Marauder. He completed his training just as the bombings of Hiroshima and Nagasaki ended WWII.

After leaving active duty, Ivory returned to the Pacific Northwest and took a job with the City Engineering Department in Seattle, occasionally still flying North American AT-6 (Texan) aircraft with a Reserve unit at McChord Air Force Base in nearby Tacoma.

In April of 1952 Ivory was hired by United Air Lines and started flying DC-3s up and down the Pacific Coast in the days of the old Visual-aural low frequency ranges, 'N'ing and 'A'ing his way from Los Angeles to Seattle when the weather wasn't good enough to permit visual flight. By the early 1960s he was flying the DC-8. Compared to his fellow WWII military trained pilots he was fairly junior in line number due to his time working for the City of Seattle. That fact, as well as his love

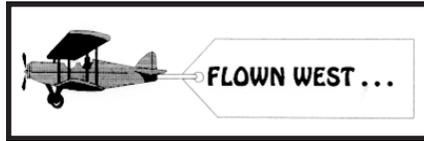
for the DC-8 and the high-seniority SEA domicile kept him a first officer until the 1960s, when he finally decided to bid for a B727 captaincy. He eventually did get back in what he describes as his favorite transport aircraft in the world flying as a Captain in the stretch DC-8, and flew it for a number of years before changing to the DC-10. He retired in April 1982.

Retirement didn't stop Ivory from flying, though. He bought the first of a number of Cessna's he would own during his lifetime while living in Enumclaw, WA back in the 1960s. He continued to fly light aircraft even after moving out to Sequim, WA in 1997, and quit flying as pilot in command of his trusty Cessna 182 only a couple of years ago after a series of medical issues. Even so, aviation remained his lifelong passion. He was a member of the Seattle Museum of Flight, the Port Townsend Aero Museum, and the SEA Gooneybirds. Always ready for a flight, he continued to fly with friends and family to the San Juan Islands, Jefferson County Airport, and other places in the Northwest - anywhere that had a runway, an airport diner, and people who liked to talk about airplanes.

Ivory was preceded in death by his first wife, Ruth, and their son, Clayton. He is survived by his second wife (of 23 years) Peggy, a daughter, three loving grandchildren and five loving great-grandchildren.

Ivory will be greatly missed.





LEONARD I. HAYNES	Dec. 12, 2008
HARLOW B. HUMPHREY	Mar. 03, 2009
JAMES P. MC MILLIN	Mar. 03, 2009
WILLIAM L. PARKER	Mar. 07, 2009
CHESTER LINCOLN, JR	Mar. 29, 2009
MELVIN N. PETERSON	May 01, 2009
DONALD E. FULLER	May 04, 2009
RONALD D. BULL	May 11, 2009
CLYDE W. HOUSE	May 04, 2009
IVORY BRUMMET	May 06, 2009



HIGH FLIGHT

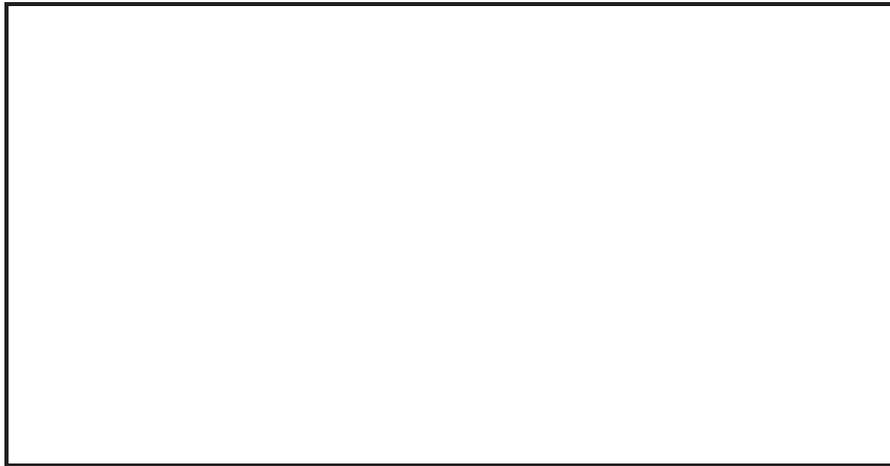
Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark or even eagle flew -
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

Send memorial and other donations to: Capt. T. S. "Ted" Bochniarz, Treasurer
11165 Regency Dr., Westchester, IL 60154-5638

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PERIODICALS

RUPANEWS
1104 Burke Lane,
Foster City, CA 94404-3636



Deadline: June 17, 2009

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

- 1st Wed. SFO North Bay—*Petaluma Sheraton*
- 2nd Mon. Monterey Peninsula—*Golden Tee or as announced - 831-622-7747*
- 2nd Mon. Nov, Jan, Feb, Mar SW FL—*Olive Garden, Ft. Myers - 239-540-9112*
- 2nd Tue. San Diego Co—*San Marcos CC - 760-723-9008*
- 2nd Tue. Nov-Apr Treasure Coast Sunbirds—*Mariner Sands CC - 772-286-6667*
- 2nd Tue. PHX Roadrunners—*Horny Toad - 623-566-8188*
- 2nd Thu. LAX—(Even Mo.) *Hacienda - 310-821-6207;*
- 2nd Thu. LAXV—(Odd Mo.) *Mimi's, Chatsworth - 818-992-8908*
- 2nd Thu. Oct-Apr. SE FL Gold Coast—*Flaming Pit - 561-272-1860*
- 3rd Tue. DEN Good Ole Boys—*11:30am American Legion Post 1 - 303-364-1565*
- 3rd Tue. LAS High Rollers—*Memphis Barbecue - 702-558-9422 or 702-565-7175*
- 3rd Tue. Dana Point CA—*Wind & Sea Restaurant - 949-496-2691*
- 3rd Wed. Reno's "Biggest Little Group"—*Macaroni Grill - 775-250-2672*
- 3rd Thu. Cleveland Crazyies —*TJ's Wooster (Always coed.) - 440-235-7595*
- 3rd Thu. SEA Gooneybirds—*Airport Marriott - 360-825-1016*
- 3rd Thu. So. Oregon (MFR)—*Pony Express, Jacksonville - 541-245-6896*
- 3rd Thu. TPA Sundowners—*Daddy's Grill - 727-787-5550*
- Last Thu. Hawaii Ono Nenes—*Mid Pacific Country Club*

Bi-Monthly Scheduled Lunches

- 1st Wed Mar, Jul, Nov. Chicago Area—*Wellington Restaurant, Arlington Heights - 630-832-3002*
- 2nd Tue Jan, May, Sep. McHenry (ORD)—*Warsaw Inn - 815-459-5314*
- 3rd Thu Feb, Apr, Jun, Oct, Dec. NE FL —*Spruce Creek CC - 386-760-0797*

Quarterly Scheduled Lunches

- 3rd Wed. Jan, Apr, Jul, Oct. Washington Area—*Westwood CC - 540-338-4574*
- June, NYSkyscrapers—*Montclair Golf Club, West Orange, NJ: rupapetesoman@optonline.net*
- October, NYSkyscrapers—*Hostaria Mazzei, Portchester, NY"*